

RAYMOND & WHITCOMB'S TOURS

All Traveling Expenses Included

5 SPECIAL TOURS & 3 MID-WINTER TOURS

Under Escort to

California

Leaving the East January 8, 17, and 29; February
7, 12, and 28; March 5 and April 30, 1907

RAYMOND & WHITCOMB COMPANY

(INCORPORATED)

BOSTON: 306 Washington Street, next to the Old South Meeting House
NEW YORK: 25 Union Square
PITTSBURGH: Park Building, Fifth Avenue
PHILADELPHIA: 1005 Chestnut Street
CHICAGO: 133 E. Jackson Boulevard

SEASON OF NINETEEN HUNDRED AND SEVEN

Tours Under Special Escort to the PACIFIC COAST

Leaving Boston, New York, and Philadelphia as follows:

Tour G.....	January	8.
Tour H.....	"	17.
Midwinter Tour No. 1.....	"	29.
Tour J.....	February	7.
Midwinter Tour No. 2.....	"	12.
Tour K.....	"	28.
Midwinter Tour No. 3.....	March	5.
Tour L.....	April	30.

Tours G and L and the three Mid-Winter Parties go outward *via* the Santa Fe Line—Nos. 2 and 3, Mid-Winter, and Tour L visiting the Grand Cañon *en route*.

Tours H, J, and K go *via* New Orleans—J at the *Mardi Gras* season.

PRICES OF TICKETS.

Tours G, H, J, and K (from Boston, New York, or Philadelphia).....	\$485.00
The Mid-Winter Tour No. 1.....	388.00
The Mid-Winter Tours Nos. 2 and 3	398.00

Tour L (returning by various routes). Prices to be announced later.

From Pittsburgh back to Pittsburgh, \$20.00 less than the above ; and from Chicago back to Chicago, \$45.00 less.

Itineraries of Tours G, H, J, K, and L..... Pages 9-45

Itineraries of the Mid-Winter Tours..... " 46-55



HOTEL DEL CORONADO, CORONADO BEACH (NEAR SAN DIEGO), CALIFORNIA.

PICTURESQUE AMERICAN TOURS.

OUR tours and the methods by which they are carried out have become so widely known to the American public that little need be said in explanation of their manifest advantages. It has been our studied purpose to meet every demand which experienced and discriminating travelers are likely to make, and at the same time provide comforts and facilities practically unattainable by individual tourists. All this may be readily accomplished without subjecting the traveler to the unpleasant prominence and display attendant upon large and promiscuous excursions. In fact, our tourist parties are invariably limited in numbers, and enjoy not only exclusive advantages, but even greater seclusion than individuals could command. Over a score of years' experience in catering to the best class of the traveling public, in a wide and broadening field, has not only given us a thorough knowledge of the business and its needs, but also placed at our command special facilities for properly carrying out its

details. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little party of friends thus secures accommodations collectively or together without encroaching in any way upon the rights of others, and without any special effort of its own. Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire berth, half a section. Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are engaged in advance, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

EIGHT TOURS THROUGH CALIFORNIA

UNDER SPECIAL ESCORT IN 1907.

TO accommodate persons who wish to visit California in the winter and early spring months, when the Pacific Coast is particularly attractive, and who also desire to be under the charge of our conductors at all times (in California as well as

on the outward or return journeys), we have arranged complete and very comprehensive tours, the detailed itineraries of which we present herewith.

PRICES OF TICKETS.

The prices of tickets for the complete tours from Boston, New York, or Philadelphia as herein described, will be as follows:

	ADULTS.	CHILDREN BETWEEN 5 AND 12, INCLUDING SEPARATE PULLMAN BERTH.
Tour G	\$485.00	\$340.00
Tour H	485.00	340.00
Tour J	485.00	340.00
Tour K	485.00	340.00
Midwinter Tour No. 1	388.00	290.00
Midwinter Tour No. 2 (including Grand Cañon)	398.00	295.00
Midwinter Tour No. 3 (including Grand Cañon)	398.00	295.00

NOTES.—Tickets for the above tours from Pittsburgh back to Pittsburgh will be \$20 less than the above prices for adults, and \$10 less for children.

Tickets for the above tours from Chicago back to Chicago will be \$45 less than the above prices, and \$25 less for children.

Prices for Tour L will be announced later.

What Each Ticket Includes.

These prices, as given above, cover all traveling expenses for the entire tour, including first-class tickets on all routes going and returning, with a berth (half a section) in the sleeping cars during the transcontinental journeys; hotel accommo-

dations, side trips, carriage drives, transfers; the free transportation and transfer or 150 pounds of baggage for each adult, and 75 pounds for each child's ticket; the services of our conductors, etc., in accordance with the itineraries of each tour.

NOTE.—Tags are supplied by us with every ticket, and these with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. All hand luggage must remain in the personal care of the owners.

Extra Sleeping-Car Accommodations.

Members of our parties who desire extra sleeping-car accommodations can secure the same at regular through rates, except in cases where increased expense is necessitated by the halts during the journey. **The prices for extra sleeping-car space will be quoted on application.**

Special Information Regarding Sleeping-Car Space.

Payments for extra sleeping-car accommodations are made at our Eastern offices only for the outward trip to California. Payments for extra space returning are made at the Los Angeles or San Francisco offices.

Following are the itineraries of the various parties, giving first the lettered tours (G, H, J, K, and L), and the three Mid-Winter tours last.



HOTEL GREEN PASADENA, CALIFORNIA.



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ITINERARY.

Tour G.

Outward by the Santa Fe Route.

TUESDAY, January 8. Tour G.—**Leave Boston** 10.45 A. M., South station, *via* the Boston & Albany Railroad, New York Central & Hudson River Railroad Company, Lessee, in special Pullman vestibuled sleeping cars *running through to California without change*. Check baggage to Riverside, Cal. (See note about baggage tags, page 6.) **Leave Worcester** 11.55 A. M., **Springfield** 1.11 P. M., **Pittsfield** 2.59 P. M., **Albany** 4.20 P. M., **Utica** 6.30 P. M., **Syracuse** 7.50 P. M., **Rochester** 9.30 P. M., and **Buffalo** 10.25 P. M. (Central time). Luncheon and dinner in the dining car.

Leave New York 1.06 P. M., Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, in Pullman cars. **Leave Poughkeepsie** 2.47 P. M. Luncheon and dinner in the dining car.

For the accommodation of passengers joining the party at Buffalo, there will be a sleeping car at that station ready for occupancy 9.30 P. M.

Leave Philadelphia 8.30 A. M., Reading Terminal station, in Pullman cars, *via* the Philadelphia & Reading and the Lehigh Valley lines. Luncheon and dinner in the dining car.

Leave Pittsburgh 6.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman sleeping cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, January 9. Tour G.—*En route* westward; arrive in **Chicago** 1.00 P. M. **Leave Chicago** 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, January 10. Tour G.—Arrive at Kansas City in the morning; thence westward *via* the Atchison, Topeka & Santa Fe Railway through the State of Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, January 11. Tour G.—*En route* through southeastern Colorado, New Mexico, and Arizona.

NOTE.—Railway time changes at Seligman, Ariz., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

SATURDAY, January 12. Tour G.—Arrive at Riverside 12.30 NOON; transfer to The Glenwood.

SUNDAY,	January 13.	Tour G.	}	At The Glenwood, Riverside.
MONDAY,	January 14.	Tour G.		
TUESDAY,	January 15.	Tour G.		
WEDNESDAY,	January 16.	Tour G.		

NOTE.—During this time a trip will be made to Redlands, where there will be a carriage drive.

THURSDAY, January 17. Tour G.—Leave Riverside 8.30 A. M. Arrive at San Diego 12.45 NOON; transfer to Hotel del Coronado, Coronado Beach.

FRIDAY,	January 18.	Tour G.	}	At Hotel del Coronado, Coronado Beach.
SATURDAY,	January 19.	Tour G.		
SUNDAY,	January 20.	Tour G.		
MONDAY,	January 21.	Tour G.		
TUESDAY,	January 22.	Tour G.		
WEDNESDAY,	January 23.	Tour G.		

THURSDAY, January 24. Tour G.—Transfer to the station, and leave San Diego 8.35 A. M. Arrive in Pasadena 1.30 P. M.; to Hotel Green.

FRIDAY,	January 25.	Tour G.	}	At Hotel Green, Pasadena.
SATURDAY,	January 26.	Tour G.		
SUNDAY,	January 27.	Tour G.		
MONDAY,	January 28.	Tour G.		
TUESDAY,	January 29.	Tour G.		
WEDNESDAY,	January 30.	Tour G.		

NOTE.—During the visit to Pasadena there will be a side trip to Echo Mountain and Alpine Tavern by the Pacific Electric Railway.

THURSDAY, January 31. Tour G.—Leave Pasadena in the morning. Arrive at Santa Barbara about 12.00 NOON; transfer to The Potter.

FRIDAY,	February 1.	Tour G.	} At The Potter, Santa Barbara.
SATURDAY,	February 2.	Tour G.	
SUNDAY,	February 3.	Tour G.	
MONDAY,	February 4.	Tour G.	
TUESDAY,	February 5.	Tour G.	
WEDNESDAY,	February 6.	Tour G.	
THURSDAY,	February 7.	Tour G.	
FRIDAY,	February 8.	Tour G.	

SATURDAY, February 9. Tour G.—Leave Santa Barbara about 11.30 A. M. *via* the Coast Division in special Southern Pacific Company's coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.

SUNDAY,	February 10.	Tour G.	} At Hotel del Monte.
MONDAY,	February 11.	Tour G.	
TUESDAY,	February 12.	Tour G.	

WEDNESDAY, February 13. Tour G.—Leave Del Monte station 8.09 A. M. Arrive at Santa Cruz 9.45 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz about 3.00 P. M. *via* Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to be designated by the conductor of the party.

THURSDAY,	February 14.	Tour G.	} At San Jose.
FRIDAY,	February 15.	Tour G.	

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

SATURDAY, February 16. Tour G.—Leave San Jose 10.45 A. M.; arrive at Palo Alto 11.08 A. M.; carriage drive to Leland Stanford Junior University; luncheon at the University dining hall; leave Palo Alto 3.26 P. M.; arrive in San Francisco, Third street station, 4.30 P. M.; transfer to Tiburon ferry, and thence by boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.; to Hotel Rafael.

SUNDAY,	February 17.	Tour G.	} At Hotel Rafael, San Rafael.
MONDAY,	February 18.	Tour G.	
TUESDAY,	February 19.	Tour G.	
WEDNESDAY,	February 20.	Tour G.	
THURSDAY,	February 21.	Tour G.	
FRIDAY,	February 22.	Tour G.	
SATURDAY,	February 23.	Tour G.	
SUNDAY,	February 24.	Tour G.	
MONDAY,	February 25.	Tour G.	

NOTE.—During the stay at San Rafael an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

TUESDAY February 26. Tour G.—Leave San Rafael about 8.00 A. M. Arrive at Oakland pier 9.20 A. M.; leave 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and across the Sierra Nevada by daylight.

WEDNESDAY, February 27. Tour G.—*En route* through Nevada and Utah. Arrive at Ogden 6.00 P. M., and leave at once *via* the Rio Grande Western Railway, arriving in Salt Lake City 7.30 P. M.; transfer to The Knutsford.

NOTE.—Railway time changes at Sparks, Nev., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, February 28. Tour G.—In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel, and leave 6.30 P. M. *via* the Rio Grande Western Railway.

FRIDAY, March 1. Tour G.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad. Arrive at Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity to visit the hot springs and baths. Pass through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou Springs about 9.00 P. M. Transfer to the Cliff House.

SATURDAY, March 2.	Tour G.	} At Manitou.
SUNDAY, March 3.	Tour G.	

MONDAY, March 4. Tour G.—The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, March 5. Tour G.—Leave Manitou 8.50 A. M. Arrive in Denver 12.00 NOON. There will be a carriage drive in the afternoon through the best residence sections of the city. Leave Denver 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, March 6. Tour G.—*En route* eastward through Kansas, Nebraska, and Iowa. Arrive at Omaha about 1.00 P. M. Leave Omaha 2.45 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, March 7. Tour G.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois. **Arrive in Chicago** 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, March 8. Tour G.—**Arrive in Pittsburgh**, 6.35 A. M.; **Arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

ITINERARIES.

Tours H and K.

Outward *via* New Orleans—"Sunset Route."

THURSDAY, January 17. Tour H. } **Leave Boston** 2.00 P. M., South station, *via*
THURSDAY, February 28. Tour K. } the Boston & Albany Railroad, New York
Central & Hudson River Railroad Company, Lessee, in special vestibuled sleeping cars. Check
baggage to New Orleans, La. (See note about baggage tags, page 6.) The train will leave
Worcester 3.00 P. M., Springfield 4.31 P. M., Pittsfield 6.18 P. M., Albany 7.50 P. M., Utica 10.07
P. M., and Syracuse 11.30 P. M. Dinner in the dining car.

Leave New York 2.04 P. M., Grand Central station, Forty-second street, *via* the New York
Central & Hudson River Railroad, in Pullman sleeping cars. Dinner in the dining car.

Rochester passengers will leave 9.30 P. M. by regular train, arriving in Buffalo 11.15 P. M.,
where they will be accommodated in the Buffalo sleeper.

Leave Philadelphia 6.30 P. M., Reading Terminal station, in Pullman vestibuled cars.

NOTE.—For the convenience of passengers starting from Philadelphia, dinner will be served
at the Reading Terminal dining rooms promptly at 5.00 P. M.

At Buffalo a special sleeping car will be available 9.30 P. M. for any passengers joining
at that place.

FRIDAY, January 18. Tour H. } *En route* west and south over the Lake Shore
FRIDAY, March 1. Tour K. } & Michigan Southern and the "Big Four"
lines; and from Mattoon, Ill., over the Illinois Central Railroad.

Leave Pittsburgh 7.00 A. M. (Central time) *via* the Pittsburgh & Lake Erie Railroad, and
Cleveland 10.30 A. M.

Chicago passengers leave Chicago 6.20 P. M. *via* the Illinois Central Railroad, Twelfth
street and Park row, in Pullman sleeping cars, uniting with the party at Mattoon, Ill.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian,
to Central standard, or 90th meridian—one hour slower.

SATURDAY,	January	19.	Tour H.	}	<i>En route</i> southward.
SATURDAY,	March	2.	Tour K.		
SUNDAY,	January	20.	Tour H.	}	Arrive in New Orleans in the morning.
SUNDAY,	March	3.	Tour K.		

NOTES.—During the sojourn of the parties in New Orleans the passengers will make their headquarters on the cars. The sleeping cars, with dining car attached, will be placed on a side track just east of the Illinois Central Railroad station, a point convenient by street-car lines to all parts of the city. This arrangement will insure the very best accommodations for our patrons.

While the parties are in New Orleans there will be an excursion by chartered electric cars through the most interesting sections of the city.

MONDAY,	January	21.	Tour H.	}	Leave New Orleans 2.00 P. M. <i>via</i> the Southern Pacific Company's "Sunset Route."
MONDAY,	March	4.	Tour K.		
TUESDAY,	January	22.	Tour H.	}	Arrive at San Antonio 2.00 P. M. The Main and Military Plazas, San Fernando Cathedral, Government Hill (Military Headquarters, Department of Texas), etc., may be reached by electric cars. Leave San Antonio 11.00 P. M.
TUESDAY,	March	5.	Tour K.		

WEDNESDAY,	January	23.	Tour H.	}	<i>En route</i> westward.
WEDNESDAY,	March	6.	Tour K.		
THURSDAY,	January	24.	Tour H.	}	Arrive at El Paso, Tex., 8.00 A. M. Leave El Paso 12.00 NOON (Central time) or 10.00 A. M. (Pacific time).
THURSDAY,	March	7.	Tour K.		

NOTE.—Railway time changes at El Paso from Central standard, or 90th meridian, to Pacific standard, or 120th meridian—two hours slower.

FRIDAY,	January	25.	Tour H.	}	Arrive at Riverside 1.25 P. M.; transfer to The Glenwood.
FRIDAY,	March	8.	Tour K.		

SATURDAY,	January	26.	Tour H.
SATURDAY,	March	9.	Tour K.
SUNDAY,	January	27.	Tour H.
SUNDAY,	March	10.	Tour K.
MONDAY,	January	28.	Tour H.
MONDAY,	March	11.	Tour K.
TUESDAY,	January	29.	Tour H.
TUESDAY,	March	12.	Tour K.

} At The Glenwood, Riverside.

NOTE.—During this time a trip will be made to Redlands, where there will be a carriage drive.

WEDNESDAY,	January	30.	Tour H.
WEDNESDAY,	March	13.	Tour K.

Coronado, Coronado Beach.

} Leave Riverside 8.30 A. M. Arrive at San Diego 12.45 NOON. Transfer to Hotel del

THURSDAY,	January	31.	Tour H.
THURSDAY,	March	14.	Tour K.
FRIDAY,	February	1.	Tour H.
FRIDAY,	March	15.	Tour K.
SATURDAY,	February	2.	Tour H.
SATURDAY,	March	16.	Tour K.
SUNDAY,	February	3.	Tour H.
SUNDAY,	March	17.	Tour K.

} At Hotel del Coronado, Coronado Beach.

MONDAY,	February	4.	Tour H.
MONDAY,	March	18.	Tour K.

} At Hotel del Coronado, Coronado Beach; transfer to the station, and leave San Diego

1.45 P. M.; due at Pasadena about 6.30 P. M.; to Hotel Green.

TUESDAY,	February	5.	Tour H.
TUESDAY,	March	19.	Tour K.
WEDNESDAY,	February	6.	Tour H.
WEDNESDAY,	March	20.	Tour K.
THURSDAY,	February	7.	Tour H.
THURSDAY,	March	21.	Tour K.

} At Hotel Green, Pasadena.

NOTE.—During the visit to Pasadena there will be a side trip to Echo Mountain and Alpine Tavern by the Pacific Electric Railway.

FRIDAY,	February 8.	Tour H.	} Leave Pasadena in the morning. Arrive at Santa Barbara about 12.00 NOON; transfer to The Potter.
FRIDAY,	March 22.	Tour K.	

SATURDAY,	February 9.	Tour H.	} At The Potter, Santa Barbara.
SATURDAY,	March 23.	Tour K.	
SUNDAY,	February 10.	Tour H.	
SUNDAY,	March 24.	Tour K.	
MONDAY,	February 11.	Tour H.	
MONDAY,	March 25.	Tour K.	
TUESDAY,	February 12.	Tour H.	}
TUESDAY,	March 26.	Tour K.	

WEDNESDAY,	February 13.	Tour H.	} Leave Santa Barbara about 11.30 A. M. <i>via</i> Coast Division, in special Southern Pacific Company's coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.
WEDNESDAY,	March 27.	Tour K.	

THURSDAY,	February 14.	Tour H.	} At Hotel del Monte, Monterey.
THURSDAY,	March 28.	Tour K.	
FRIDAY,	February 15.	Tour H.	
FRIDAY,	March 29.	Tour K.	

SATURDAY,	February 16.	Tour H.	} Leave Del Monte station 8.09 A. M. Arrive at Santa Cruz 9.45 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz about 3.00 P. M. <i>via</i> Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to be designated by the conductor of the party.
SATURDAY,	March 30.	Tour K.	

SUNDAY,	February 17.	Tour H.	} At San Jose.
SUNDAY,	March 31.	Tour K.	
MONDAY,	February 18.	Tour H.	
MONDAY,	April 1.	Tour K.	

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

TUESDAY,	February 19.	Tour H.	}	Leave San Jose 10.45 A. M.; arrive at Palo Alto 11.08 A. M.; carriage drive to Leland Stanford Junior University; luncheon at the University dining hall; leave Palo Alto 3.26 P. M.; arrive in San Francisco, Third street station, 4.30 P. M.; transfer to the Tiburon ferry, and thence by boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.; to Hotel Rafael.
TUESDAY,	April 2.	Tour K.		

WEDNESDAY,	February 20.	Tour H.	}	At Hotel Rafael, San Rafael.
WEDNESDAY,	April 3.	Tour K.		
THURSDAY,	February 21.	Tour H.		
THURSDAY,	April 4.	Tour K.		
FRIDAY,	February 22.	Tour H.		
FRIDAY,	April 5.	Tour K.		
SATURDAY,	February 23.	Tour H.		
SATURDAY,	April 6.	Tour K.		
SUNDAY,	February 24.	Tour H.		
SUNDAY,	April 7.	Tour K.		
MONDAY,	February 25.	Tour H.	}	
MONDAY,	April 8.	Tour K.		

NOTE.—During the stay at San Rafael an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

TUESDAY,	February 26.	Tour H.	}	Leave San Rafael about 8.00 A. M. Arrive at Oakland pier 9.20 A. M.; leave 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with dining car; proceed eastward <i>via</i> Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.
TUESDAY,	April 9.	Tour K.		

WEDNESDAY, February 27. Tour H. } *En route* through Nevada and Utah. Arrive
 WEDNESDAY, April 10. Tour K. } at Ogden 6.00 P. M., and leave at once *via*
 the Rio Grande Western Railway, arriving in Salt Lake City 7.30 P. M.; transfer to The Knuts-
 ford.

NOTE.—Railway time changes at Sparks, Nev., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, February 28. Tour H. } In Salt Lake City. Carriage drive, visiting
 THURSDAY, April 11. Tour K. } the chief points of interest. Transfer from
 the hotel, and leave *via* the Rio Grande Western Railway 6.30 P. M.

FRIDAY, March 1. Tour H. } From Grand Junction eastward *via* the
 FRIDAY, April 12. Tour K. } Denver & Rio Grande Railroad. Arrive at
 Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity
 to visit the hot springs and baths; pass through the Cañon of the Grand River, Eagle River
 Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal
 Gorge by daylight. Arrive at Manitou about 9.00 P. M. Transfer to the Cliff House.

SATURDAY, March 2. Tour H. }
 SATURDAY, April 13. Tour K. } At Manitou.
 SUNDAY, March 3. Tour H. }
 SUNDAY, April 14. Tour K. }
 MONDAY, March 4. Tour H. } The day will be devoted to an excursion to
 MONDAY, April 15. Tour K. } Cripple Creek and Victor, over the scenic line
 of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about
 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, March 5. Tour H. } Leave Manitou 8.50 A. M. Arrive in Denver
 TUESDAY, April 16. Tour K. } 12.00 NOON. There will be a carriage drive
 in the afternoon through the best residence sections of the city. Leave Denver 5.00 P. M. *via*
 the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, March 6.	Tour H.	} <i>En route</i> eastward through Kansas, Nebraska, and Iowa. Arrive at Omaha about 1.00 P. M.;
WEDNESDAY, April 17.	Tour K.	

leave Omaha 2.45 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, March 7.	Tour H.	} On the Chicago, Rock Island & Pacific Railway <i>en route</i> through Illinois. Arrive in Chicago 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia passengers will leave Chicago 3.00 P. M.
THURSDAY, April 18.	Tour K.	

FRIDAY, March 8.	Tour H.	} Arrive in Pittsburgh 6.35 A. M.; arrive in New York , Grand Central station, 1.30 P. M.; arrive in Boston , South station, 3.00 P. M.; arrive in Philadelphia about 7.25 P. M.
FRIDAY, April 19.	Tour K.	

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itineraries may be necessary.

ITINERARY.

Tour J.—Mardi Gras Party.

Outward via New Orleans.—“Sunset Route.”

THURSDAY, February 7. Tour J.—**Leave Boston** 2.00 P. M., South station, *via* the Boston & Albany Railroad, New York Central & Hudson River Railroad Company, Lessee, in special vestibuled Pullman sleeping cars. Check baggage to New Orleans, La. (See note about baggage tags, page 6.) The train will leave Worcester 3.09 P. M., Springfield 4.31 P. M., Pittsfield 6.18 P. M., Albany 7.50 P. M., Utica 10.07 P. M., and Syracuse 11.30 P. M. Dinner in the dining car.

Leave New York 2.04 P. M., Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, in Pullman sleeping cars. Dinner in the dining car.

Rochester passengers will leave 9.30 P. M. by the regular train, arriving in Buffalo 11.15 P. M., where they will be accommodated in the Buffalo sleeper.

Leave Philadelphia 6.30 P. M., Reading Terminal station, in Pullman vestibuled cars.

NOTE.—For the convenience of passengers starting from Philadelphia, dinner will be served at the Reading Terminal dining rooms promptly at 5.00 P. M.

At Buffalo a special sleeping car will be available 9.30 P. M. for passengers joining at that place.

FRIDAY, February 8. Tour J.—*En route* west and south over the Lake Shore & Michigan Southern and the "Big Four" lines; and from Mattoon, Ill., over the Illinois Central Railroad.

Leave Pittsburgh 7.00 A. M. (Central time) *via* the Pittsburgh & Lake Erie Railroad, and Cleveland 10.30 A. M.

Chicago passengers leave Chicago 6.20 P. M. *via* the Illinois Central Railroad, Twelfth street and Park row, in Pullman sleeping cars, uniting with the party at Mattoon, Ill.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

SATURDAY, February 9. Tour J.—*En route* southward.

SUNDAY, February 10. Tour J.—Arrive in New Orleans in the morning.

NOTES.—During the sojourn of the party in New Orleans the passengers will make their headquarters on the cars. The sleeping cars, with dining car attached, will be placed on a side track just east of the Illinois Central Railroad station, a point convenient by street-car lines to all parts of the city. This arrangement will insure the very best accommodations for our patrons.

While the party is in New Orleans there will be an excursion by chartered electric cars through the most interesting sections of the city.

MONDAY, February 11. Tour J.—In New Orleans.

TUESDAY, February 12. (*Mardi Gras*.) Tour J.—In New Orleans. Special facilities will be provided for seeing the great public parades, both day and evening.

WEDNESDAY February, 13. Tour J.—Leave New Orleans 2.00 A. M. *via* the Southern Pacific Company's "Sunset Route."

THURSDAY, February 14. Tour J.—Arrive at San Antonio, Tex., 7.00 A. M. Leave San Antonio 11.00 A. M.

FRIDAY, February 15. Tour J.—Arrive at El Paso, Tex., 8.00 A. M. (Central time). Leave El Paso 12.00 NOON (Central time), or 10.00 A. M. (Pacific time).

NOTE.—Railway time changes at El Paso, Tex., from Central standard, or 90th meridian, to Pacific standard, or 120th meridian—two hours slower.

SATURDAY, February 16. Tour J.—Arrive at Riverside 1.30 P. M.; transfer to The Glenwood.

SUNDAY,	February 17.	Tour J.	} At The Glenwood, Riverside.
MONDAY,	February 18.	Tour J.	
TUESDAY,	February 19.	Tour J.	

NOTE.—During this time a trip will be made to Redlands, where there will be a carriage drive.

WEDNESDAY, February 20. Tour J.—Leave Riverside 8.30 A. M. Arrive at San Diego 12.45 NOON; transfer to Hotel del Coronado, Coronado Beach.

THURSDAY,	February 21.	Tour J.	} At Hotel del Coronado, Coronado Beach.
FRIDAY,	February 22.	Tour J.	
SATURDAY,	February 23.	Tour J.	
SUNDAY,	February 24.	Tour J.	

MONDAY, February 25. Tour J.—At Hotel del Coronado, Coronado Beach; transfer to the station, and leave San Diego 1.45 P. M. Arrive at Pasadena about 6.30 P. M.; to Hotel Green.

TUESDAY,	February 26.	Tour J.	} At Hotel Green, Pasadena.
WEDNESDAY,	February 27.	Tour J.	
THURSDAY,	February 28.	Tour J.	
FRIDAY,	March 1.	Tour J.	

NOTE.—During the stay in Pasadena there will be a side trip to Echo Mountain and Alpine Tavern *via* the Pacific Electric Railway.

SATURDAY, March 2. Tour J.—Leave Pasadena 8.00 A. M. *via* the Southern Pacific Company's line; arrive in Santa Barbara about 11.30 A. M.; transfer to The Potter.

SUNDAY,	March 3.	Tour J.	}	At The Potter, Santa Barbara.
MONDAY,	March 4.	Tour J.		
TUESDAY,	March 5.	Tour J.		

WEDNESDAY, March 6. Tour J.—At The Potter, Santa Barbara. Leave Santa Barbara about 11.30 A. M., *via* the Coast Division, in special Southern Pacific Company's day coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.

THURSDAY,	March 7.	Tour J.	}	At Hotel del Monte.
FRIDAY,	March 8.	Tour J.		

SATURDAY, March 9. Tour J.—Leave Del Monte station about 8.09 A. M. Arrive in Santa Cruz 9.45 A. M. Carriage drive to the Cliffs and other points. Luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz about 3.00 P. M. *via* Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to be designated by the conductor of the party.

SUNDAY,	March 10.	Tour J.	}	At San Jose.
MONDAY,	March 11.	Tour J.		

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

TUESDAY, March 12. Tour J.—Leave San Jose 10.45 A. M.; arrive at Palo Alto 11.08 A. M.; carriage drive to Leland Stanford Junior University; luncheon at the University dining hall; leave Palo Alto 3.26 P. M.; arrive in San Francisco, Third street station, 4.30 P. M.; transfer to the Tiburon ferry, and thence by boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.; to Hotel Rafael.

WEDNESDAY, March 13. Tour J.
 THURSDAY, March 14. Tour J.
 FRIDAY, March 15. Tour J.
 SATURDAY, March 16. Tour J.
 SUNDAY, March 17. Tour J.
 MONDAY, March 18. Tour J.

} At Hotel Rafael, San Rafael.

NOTE.—During the stay at San Rafael an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

TUESDAY, March 19. Tour J.—Leave San Rafael about 8.00 A. M.; arrive at Oakland pier 9.20 A. M.; leave 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento and cross the Sierra Nevada by daylight.

WEDNESDAY, March 20. Tour J.—*En route* through Nevada and Utah; arrive at Ogden 6.00 P. M., and leave at once *via* the Rio Grande Western Railway, arriving in Salt Lake City 7.30 P. M.; transfer to The Knutsford.

NOTE.—Railway time changes at Sparks, Nev., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, March 21. Tour J.—In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel and leave *via* the Rio Grande Western Railway 6.30 P. M.

FRIDAY, March 22. Tour J.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad. Arrive at Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity to visit the hot springs and baths; pass through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou about 9.00 P. M.; transfer to the Cliff House.

SATURDAY, March 23. Tour J.

SUNDAY, March 24. Tour J.

} At Manitou.

MONDAY, March 25. Tour J.—The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, March 26. Tour J.—Leave Manitou 8.50 A. M. Arrive in Denver 12.00 NOON; there will be a carriage drive in the afternoon through the best residence sections of the city; leave Denver 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, March 27. Tour J.—*En route* eastward through Kansas, Nebraska, and Iowa. Arrive at Omaha about 1.00 P. M.; leave 2.45 P. M.

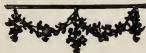
NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, March 28. Tour J.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois. **Arrive in Chicago** 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, March 29. Tour J.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.



ITINERARY.

Tour L.

Outward to California via the Santa Fe Line (Including the Grand Cañon of Arizona), a Complete Round of California Resorts, Including Yosemite Valley, if desired; Returning from San Rafael over Different Routes. As the Itinerary Outward and through California up to the Departures from San Rafael, June 4 or 7, is the Same Whatever Return Route is Taken, this Portion of the Itinerary will not be repeated. See pages 29, 30, 32, 36, 41, and 42 for the Various Return Portions of this Tour.

TUESDAY, April 30. Tour L. — **Leave Boston** 10.45 A. M., South station, *via* the Boston & Albany Railroad, New York Central & Hudson River Railroad Company, Lessee, in special Pullman vestibuled cars, *running through to Southern California without change*. Check baggage to Riverside, Cal. (See note about baggage tags, page 6.) **Leave Worcester** 11.55 A. M., Springfield 1.11 P. M., Pittsfield 2.59 P. M., Albany 4.20 P. M., Utica 6.30 P. M., Syracuse 7.50 P. M., Rochester 9.30 P. M., and Buffalo 10.25 P. M. (Central time). Luncheon and dinner in the dining car.

Leave New York 1.06 P. M., Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, in Pullman cars. **Leave Poughkeepsie** 2.47 P. M. Luncheon and dinner in the dining car.

For the accommodation of passengers joining the party at Buffalo, there will be a sleeping car at that station ready for occupancy 9.30 P. M.

Leave Philadelphia 8.30 A. M., Reading Terminal station, in Pullman vestibuled cars. Luncheon and dinner in the dining car.

Leave Pittsburgh 6.15 P. M. (Central time) *via* the Pittsburgh & Lake Erie Railroad, in Pullman sleeping cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, May 1. Tour L.—*En route* westward; arrive in Chicago 1.00 P. M. **Leave**

Chicago 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, May 2. Tour L.—Arrive at Kansas City in the morning; thence westward *via* the Atchison, Topeka & Santa Fe Railway through the State of Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, May 3. Tour L.—*En route* through southeastern Colorado, New Mexico, and Arizona.

SATURDAY, May 4. Tour L.—Arrive at the Grand Cañon 8.00 A. M.

SUNDAY, May 5. Tour L.—At the Grand Cañon; leave 1.00 P. M. for Williams and the West.

NOTE.—Railway time changes at Seligman, Ariz., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

MONDAY, May 6. Tour L.—Arrive at San Bernardino 1.00 P. M.; visit Redlands *via* the kite-shaped track, and arrive at Riverside 6.00 P. M.; transfer to The Glenwood.

TUESDAY, May 7. Tour L.—At The Glenwood. Riverside.

WEDNESDAY, May 8. Tour L.—At The Glenwood, Riverside.

THURSDAY, May 9. Tour L.—At The Glenwood, Riverside.

FRIDAY, May 10. Tour L.—At The Glenwood, Riverside; leave 2.55 P. M., going *via* San Bernardino to Pasadena or Los Angeles. Transfer to hotels to be designated by the conductor of the party.

SATURDAY, May 11. Tour L.

SUNDAY, May 12. Tour L.

MONDAY, May 13. Tour L.

TUESDAY, May 14. Tour L.

WEDNESDAY, May 15. Tour L.

} At Los Angeles or Pasadena.

THURSDAY, May 16. Tour L.—Leave Los Angeles 8.00 A. M. Arrive at Santa Barbara about 11.40 A. M.; transfer to The Potter.

FRIDAY, May 17. Tour L.
 SATURDAY, May 18. Tour L.
 SUNDAY, May 19. Tour L.
 MONDAY, May 20. Tour L.

}
 } At The Potter, Santa Barbara.
 }

TUESDAY, May 21. Tour L.—Leave Santa Barbara about 11.30 A. M. *via* the Coast Division, in special Southern Pacific Company's coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.

WEDNESDAY, May 22. Tour L.
 THURSDAY, May 23. Tour L.
 FRIDAY, May 24. Tour L.

}
 } At Hotel del Monte.
 }

SATURDAY, May 25. Tour L.—Leave Del Monte station 8.09 A. M. Arrive at Santa Cruz 9.45 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz about 3.00 P. M. *via* Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to be designated by the conductor of the party.

SUNDAY, May 26. Tour L.
 MONDAY, May 27. Tour L.

}
 } At San Jose.
 }

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

TUESDAY, May 28. Tour L.—Leave San Jose 10.45 A. M.; arrive at Palo Alto 11.08 A. M.; carriage drive to Leland Stanford University; luncheon at the University dining hall; leave Palo Alto 3.26 P. M.; arrive in San Francisco, Third street station, 4.30 P. M.; transfer to Tiburon ferry, and thence by boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.; to Hotel Rafael.

WEDNESDAY, May 29. Tour L.
 THURSDAY, May 30. Tour L.
 FRIDAY, May 31. Tour L.
 SATURDAY, June 1. Tour L.
 SUNDAY, June 2. Tour L.
 MONDAY, June 3. Tour L.

}
 } At Hotel Rafael, San Rafael.
 }

NOTES.—Up to this point all the members of Tour L have the same itinerary. The members who return through Utah and Colorado will leave San Rafael Tuesday, June 4, while those who are to return by the various northern routes will remain at San Rafael three days longer, taking their departure Friday, June 7.

During the stay of Tour L party at San Rafael, an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

Members of the party who desire will be furnished with round-trip tickets between San Rafael and San Francisco daily during the sojourn in San Rafael.

Those of the party who wish to visit the Yosemite Valley can readily do so by taking for that trip about six days of the time assigned to San Jose and San Rafael. Tickets for this side trip can be furnished by us at any of our Eastern offices when the tickets for the tour are taken.

Returning by the Denver & Rio Grande Line, Including the Sierra Nevada, Salt Lake City, the Royal Gorge, Manitou, Cripple Creek, and Denver.

Tour L.

TUESDAY, June 4. Tour L.—Leave San Rafael about 8.00 A. M. Arrive at Oakland Pier 9.20 A. M.; leave 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with a dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

WEDNESDAY, June 5. Tour L.—*En route* through Nevada and Utah. Arrive at Ogden 6.00 P. M., and leave at once *via* the Rio Grande Western Railway, arriving in Salt Lake City 7.30 P. M.; transfer to The Knutsford.

NOTE.—Railway time changes at Sparks, Nev., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 6. Tour L.—In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel, and leave *via* the Rio Grande Western Railway 6.30 P. M.

FRIDAY, June 7. Tour L.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad. Arrive at Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity to visit the hot springs and baths. Pass through the Cañon of Grand

River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou 9.00 P. M.; transfer to the Cliff House.

SATURDAY, June 8. Tour L.	} At Manitou.
SUNDAY, June 9. Tour L.	

MONDAY, June 10. Tour L.—The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, June 11. Tour L.—Leave Manitou at 8.50 A. M. *via* the Denver & Rio Grande Railroad. Arrive in Denver 12.00 NOON. There will be a carriage drive in the afternoon through the best residence sections of the city; leave Denver 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, June 12. Tour L.—*En route* eastward through Kansas, Nebraska, and Iowa. Arrive at Omaha about 1.00 P. M.; leave Omaha 2.45 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, June 13. Tour L.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; **arrive in Chicago** 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, June 14. Tour L.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

Returning by the Northern Pacific Line, Direct.

Tour L. (Continued from page 28.)

FRIDAY, June 7. Tour L.—Leave San Rafael 6.05 P. M., and San Francisco 8.05 P. M.

from the Oakland ferry, foot of Market street, and leave Oakland Pier about 8.30 P. M. by the Southern Pacific Company's Shasta route in Pullman sleeping cars; proceed northward *via* Sacramento.

SATURDAY, June 8. Tour L.—*En route* through the Mount Shasta region over the Siskiyou Mountains and down the valleys of the Rogue and Umpqua rivers.

SUNDAY, June 9. Tour L.—Arrive in Portland 7.45 A. M.; transfer to The Portland H. C. Bowers, manager.

MONDAY, June 10. Tour L.—In Portland.

TUESDAY, June 11. Tour L.—Leave Portland *via* the Northern Pacific Railway, 8.30 A. M.; luncheon in the dining car; arrive at Tacoma 2.25 P. M. and Seattle 4.15 P. M.; transfer to The Tacoma in Tacoma or The Lincoln in Seattle.

WEDNESDAY, June 12. Tour L.—In Tacoma or Seattle. Leave Tacoma 7.35 P. M. or Seattle 9.30 P. M. *via* the Northern Pacific Railway. Meals *en route* in the dining cars of this line.

THURSDAY, June 13. Tour L.—*En route* eastward.

NOTE.—Railway time changes at Trout Creek, Mont., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

FRIDAY, June 14. Tour L.—*En route* eastward.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

SATURDAY, June 15. Tour L.—Arrive in Minneapolis 1.50 P. M. or St. Paul 2.20 P. M.; transfer to the West Hotel in Minneapolis, or Hotel Ryan in St. Paul.

SUNDAY, June 16. Tour L.—At Minneapolis or St. Paul.

MONDAY, June 17. Tour L.—At Minneapolis or St. Paul. Leave Minneapolis 8.00 P. M. or St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

TUESDAY, June 18. Tour L.—Breakfast in the dining car. **Arrive in Chicago**, Union station, corner Canal and Adams streets, 9.00 A. M. Transfer to the Central station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

WEDNESDAY, June 19. Tour L.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

Returning by the Northern Pacific Line, Including the Yellowstone National Park.

Tour L. (Continued from page 28.)

FRIDAY, June 7. Tour L.—Leave San Rafael 6.05 P. M., and San Francisco 8.05 P. M. from the Oakland ferry, and leave Oakland Pier about 8.30 P. M. by the Southern Pacific Company's Shasta route.

SATURDAY, June 8. Tour L.—*En route* through the Mount Shasta region, over the Siskiyou Mountains.

SUNDAY, June 9. Tour L.—Arrive in Portland 7.45 A. M.; transfer to The Portland, H. C. Bowers, manager.

MONDAY, June 10. Tour L.—In Portland.

TUESDAY, June 11. Tour L.—Leave Portland, *via* the Northern Pacific Railway, 8.30 A. M.; luncheon in the dining car; arrive at Tacoma 2.25 P. M. and Seattle 4.15 P. M.; transfer to The Tacoma in Tacoma or The Lincoln in Seattle.

WEDNESDAY, June 12. Tour L.—In Tacoma or Seattle. Leave 3.00 P. M. *via* the Northern Pacific Railway. Meals *en route* in the dining cars of this line.

THURSDAY, June 13. Tour L.—*En route* eastward.

NOTE.—Railway time changes at Trout Creek, Mont., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

FRIDAY, June 14. Tour L.—Arrive at Livingston in the morning and at Gardiner 10.30 A. M.; thence by stages to Mammoth Hot Springs Hotel, arriving about NOON.



LOWER FALLS YELLOWSTONE CAÑON.

SATURDAY, June 15. Tour L.—Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the Park; arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SUNDAY, June 16. Tour L.—Leave the Fountain Hotel 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers.

MONDAY, June 17. Tour L.—Leave Upper Geyser Basin in the morning; arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here; arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

TUESDAY, June 18. Tour L.—Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 12.30 NOON.

WEDNESDAY, June 19. Tour L.—At the Yellowstone Cañon Hotel.

THURSDAY, June 20. Tour L.—Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.

FRIDAY, June 21. Tour L.—At Mammoth Hot Springs Hotel. In the evening transfer by stage to Gardiner, and resume the sleeping cars for the eastward journey.

SATURDAY, June 22. Tour L.—*En route* eastward through Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SUNDAY, June 23. Tour L.—Arrive in Minneapolis 1.50 P. M., or St. Paul 2.20 P. M.; to the West Hotel in Minneapolis, or Hotel Ryan in St. Paul.

MONDAY, June 24. Tour L.—In Minneapolis or St. Paul. Leave Minneapolis 8.00 P. M., or St. Paul 8.35 P. M., *via* the Chicago, Milwaukee & St. Paul Railway.

TUESDAY, June 25. Tour L. — Breakfast in the dining car. **Arrive in Chicago**, Union station, corner Canal and Adams streets, 9.00 A. M. Transfer to the Central station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

WEDNESDAY, June 26. Tour L. — **Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.— Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

Returning by the Northern Pacific Line, Including Alaska and the Yellowstone National Park.

Tour L. (Continued from page 28.)

FRIDAY, June 7. Tour L. — Leave San Rafael 6.05 P. M. and San Francisco 8.05 P. M. from the Oakland ferry, and leave Oakland Pier about 8.30 P. M. by the Southern Pacific Company's Shasta route.

SATURDAY, June 8. Tour L. — *En route* through the Mount Shasta region and over the Siskiyou Mountains.

SUNDAY, June 9. Tour L. — Arrive in Portland 7.45 A. M.; transfer to The Portland, H. C. Bowers, manager.

MONDAY, June 10. Tour L. — In Portland.

TUESDAY, June 11. Tour L. — Leave Portland 8.30 A. M. *via* the Northern Pacific Railway; luncheon will be served in the dining car; arrive in Tacoma 2.25 P. M., or Seattle 4.15 P. M.; transfer to The Tacoma in Tacoma or The Lincoln in Seattle.

WEDNESDAY, June 12. Tour L. — At Tacoma or Seattle.

THURSDAY, June 13. Tour L. — At Tacoma or Seattle. If at Seattle, transfer to the wharf 8.00 P. M., and go aboard the Alaska excursion steamer "Spokane," of the Pacific Coast Steamship Company, ready for sailing the following morning.



Photograph by La Roche, Seattle
GLACIER AT THE HEAD OF TAKU INLET.

FRIDAY, June 14. Tour L.—The steamer leaves Seattle 9.00 A. M., and Victoria 7.00 P. M., for the Alaska voyage.

TOUR L.

SATURDAY, June 15.
SUNDAY, June 16.
MONDAY, June 17.
TUESDAY, June 18.
WEDNESDAY, June 19.
THURSDAY, June 20.
FRIDAY, June 21.
SATURDAY, June 22.
SUNDAY, June 23.
MONDAY, June 24.

On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island, Lynn Canal, Davidson Glacier, Skagway, Glacier Bay, Sitka, Taku Glacier, Old Kasaan, etc.

NOTE.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 50 minutes west from Greenwich), is about one hour slower than Pacific standard.

TUESDAY, June 25. Tour L.—Steamer due at Seattle in the morning; transfer to The Lincoln for luncheon; leave Seattle 3.00 P. M. by the Northern Pacific Railway. Meals *en route* will be served in the dining cars of this line.

WEDNESDAY, June 26. Tour L.—*En route* eastward.

NOTE.—Railway time changes at Trout Creek, Mont., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 27. Tour L.—Arrive at Livingston, Mont., at an early morning hour; breakfast at Livingston; leave by Park branch 8.00 A. M. Arrive at Gardiner 10.30 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

FRIDAY, June 28. Tour L.—Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave

Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SATURDAY, June 29. Tour L.—Leave the Fountain Hotel 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers.

SUNDAY, June 30. Tour L.—Leave Upper Geyser Basin in the morning. Arrive at West Bay or the "Thumb" 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

MONDAY, July 1. Tour L.—Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 12.30 NOON.

TUESDAY, July 2. Tour L.—At the Yellowstone Cañon Hotel.

WEDNESDAY, July 3. Tour L.—Leave the Cañon Hotel 8.00 A. M.; arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.

THURSDAY, July 4. Tour L.—At Mammoth Hot Springs Hotel. In the evening transfer by stage to Gardiner, and resume the sleeping cars for the eastward journey.

FRIDAY, July 5. Tour L.—*En route* eastward through Montana and North Dakota; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

SATURDAY, July 6. Tour L.—Arrive at Minneapolis 1.50 P. M. or St. Paul 2.20 P. M.; transfer to the West Hotel in Minneapolis or Hotel Ryan in St. Paul.

SUNDAY, July 7. Tour L.—In Minneapolis or St. Paul; leave Minneapolis 8.00 P. M. or St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

MONDAY, July 8. Tour L.—Breakfast in the dining car. **Arrive in Chicago, Union**

station, corner Canal and Adams streets, 9.00 A. M.; transfer to the Central station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

TUESDAY, July 9. Tour L.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

Returning by the Canadian Pacific Line, Including Banff Springs Hotel.

Tour L. (Continued from page 28.)

FRIDAY, June 7. Tour L.—Leave San Rafael 6.05 P. M. and San Francisco 8.05 P. M. from the Oakland ferry and leave Oakland Pier about 8.30 P. M. by the Southern Pacific Company's Shasta route.

SATURDAY, June 8. Tour L.—*En route* through the Mount Shasta region and over the Siskiyou Mountains.

SUNDAY, June 9. Tour L.—Arrive in Portland 7.45 A. M.; transfer to The Portland, H. C. Bowers, manager.

MONDAY, June 10. Tour L.—In Portland.

TUESDAY, June 11. Tour L.—Leave Portland 8.30 A. M. *via* the Northern Pacific Railway; luncheon in the dining car. Arrive at Tacoma 2.25 P. M. and Seattle 4.15 P. M.; transfer to The Tacoma in Tacoma or The Lincoln in Seattle.

WEDNESDAY, June 12. Tour L.—In Tacoma or Seattle.

THURSDAY, June 13. Tour L.—Leave Seattle 12.30 NOON, going northward *via* Sumas and Mission Junction, and thence eastward over the main line of the Canadian Pacific Railway.

FRIDAY, June 14. Tour L.—*En route* eastward through the grand mountain scenery of the Canadian Pacific Railway. Arrive at Banff 10.00 P. M.; transfer to the Banff Springs Hotel.

NOTE. — Railway time changes at Laggan, B. C., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

SATURDAY, June 15. Tour L. — At Banff Springs Hotel.

SUNDAY, June 16. Tour L. — At Banff Springs Hotel; leave by evening train for the East.

MONDAY, June 17. Tour L. — *En route* eastward. From Portal over the Minneapolis, St. Paul & Sault Ste. Marie Railway.

NOTE. — Railway time changes at Portal, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

TUESDAY, June 18. Tour L. — Arrive in Minneapolis 6.45 P. M.; transfer to West Hotel.

WEDNESDAY, June 19. Tour L. — In Minneapolis; leave 8.00 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

THURSDAY, June 20. Tour L. — Breakfast in the dining car. **Arrive in Chicago**, Union station, corner Canal and Adams streets, 9.00 A. M. Transfer to the Central station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, June 21. Tour L. — **Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES. — Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

Returning by the Canadian Pacific Line, Including Alaska and Banff Springs Hotel.

Tour L. (Continued from page 28.)

FRIDAY, June 7. Tour L. — Leave San Rafael 6.05 P. M. and San Francisco 8.05 P. M. from the Oakland ferry and leave Oakland Pier about 8.30 P. M. by the Southern Pacific Company's Shasta route.



Photo by H. G. Peabody, Boston, Mass.

SIR DONALD AND EAGLE PEAK, CANADIAN PACIFIC RAILWAY.

SATURDAY, June 8. Tour L.—*En route* through the Mount Shasta region and over the Siskiyou Mountains.

SUNDAY, June 9. Tour L.—Arrive in Portland 7.45 A. M.; transfer to The Portland, H. C. Bowers, manager.

MONDAY, June 10. Tour L.—In Portland.

TUESDAY, June 11. Tour L.—Leave Portland 8.30 A. M. *via* the Northern Pacific Railway; luncheon will be served in the dining car; arrive in Tacoma 2.25 P. M. or Seattle 4.15 P. M.; transfer to The Tacoma in Tacoma or The Lincoln in Seattle.

WEDNESDAY, June 12. Tour L.—At Tacoma or Seattle.

THURSDAY, June 13. Tour L.—At Tacoma or Seattle. If at Seattle, transfer to the wharf 8.00 P. M. and go aboard the Alaska excursion steamer "Spokane," of the Pacific Coast Steamship Company, ready for sailing the following morning.

FRIDAY, June 14. Tour L.—The steamer leaves Seattle 9.00 A. M. and Victoria 7.00 P. M. for the Alaska voyage.

TOUR L.
SATURDAY, June 15.
SUNDAY, June 16.
MONDAY, June 17.
TUESDAY, June 18.
WEDNESDAY, June 19.
THURSDAY, June 20.
FRIDAY, June 21.
SATURDAY, June 22.
SUNDAY, June 23.

On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island, Lynn Canal, Davidson Glacier, Skagway, Glacier Bay, Sitka, Taku Glacier, Old Kasaan, etc.

NOTE.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 50 minutes west from Greenwich), is about one hour slower than Pacific standard.

MONDAY, June 24. Tour L.—Steamer due at Vancouver, B. C., about noon; transfer to Hotel Vancouver.

TUESDAY, June 25. Tour L.—In Vancouver; transfer to the station and leave Vancouver 5.15 P. M. *via* the Canadian Pacific Railway.

WEDNESDAY, June 26. Tour L.—*En route* eastward through the grand scenery of the Selkirks and the Canadian Rockies. Arrive at Banff 10.00 P. M.; transfer to the Banff Springs Hotel.

NOTE.—Railway time changes at Laggan, B. C., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 27. Tour L.—At Banff Springs Hotel.

FRIDAY, June 28. Tour L.—At Banff Springs Hotel; transfer to the station, and leave by evening train.

SATURDAY, June 29. Tour L.—*En route* eastward; from Portal over the Minneapolis, St. Paul & Sault Ste. Marie Railway.

NOTE.—Railway time changes at Portal, N. D., from Mountain standard, or 105th meridian to Central standard, or 90th meridian—one hour faster.

SUNDAY, June 30. Tour L.—Arrive in Minneapolis 6.00 P. M. or St. Paul 6.40 P. M.; transfer to West Hotel in Minneapolis or Hotel Ryan in St. Paul.

MONDAY, July 1. Tour L.—At Minneapolis or St. Paul; leave Minneapolis 8.00 P. M. or St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

TUESDAY, July 2. Tour L.—Breakfast in the dining car. **Arrive in Chicago**, Union station, corner Canal and Adams streets, 9.00 A. M.; transfer to the Central station, and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. The Philadelphia passengers will leave Chicago 3.00 P. M.

WEDNESDAY, July 3. Tour L.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

THREE MIDWINTER TOURS TO CALIFORNIA

OUR delightful Midwinter Tours to California for the past fourteen years have been received with much favor, and we have completed arrangements for a series of similar trips during the season of 1907.

The distinguishing features of these midwinter trips is their careful adaptation to the requirements of business men and others who can spare only a limited time for a California tour. We have so arranged the schedules as to include visits to the principal points of interest in California as well as *en route* going and returning. The train service, hotel accommodations, and other details of the tour will be of the highest order of excellence. Two of these parties will visit the Grand Cañon of Arizona.

ITINERARY.

FIRST MIDWINTER TOUR.

TUESDAY, January 29. First Tour.—**Leave Boston** 10.45 A. M., South station, *via* the Boston & Albany Railroad, New York Central & Hudson River Railroad Company, Lessee, in special Pullman vestibuled sleeping cars, *running through to Southern California without change*. Check baggage to Riverside, Cal. (See note about baggage tags, page 6.) **Leave Worcester** 11.55 A. M., **Springfield** 1.11 P. M., **Pittsfield** 2.59 P. M., Albany 4.20 P. M., Utica 6.30 P. M., Syracuse 7.50 P. M., Rochester 9.30 P. M., and Buffalo 10 25 P. M. (Central time). Luncheon and dinner in the dining car.

Leave New York 1.06 P. M., Grand Central station, Forty-second street, *via* New York Central & Hudson River Railroad, in Pullman cars. Leave Poughkeepsie 2.47 P. M. Luncheon and dinner in the dining car.

For the accommodation of passengers joining the party at Buffalo, there will be a sleeping car at that station ready for occupancy 9.30 P. M.

Leave Philadelphia 8.30 A. M., Reading Terminal station, in Pullman cars, *via* the Philadelphia & Reading and the Lehigh Valley lines. Luncheon and dinner in the dining car.

Leave Pittsburgh 6.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, January 30. First Tour.—*En route* westward; arrive in Chicago 1.00 P. M. Leave Chicago 3.30 P. M. *via* the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.

THURSDAY, January 31. First Tour.—Arrive at Kansas City in the morning; thence westward *via* the Atchison, Topeka & Santa Fe Railway through the State of Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, February 1. First Tour.—*En route* through southeastern Colorado and New Mexico.

NOTE.—Railway time changes at Seligman, Ariz., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

SATURDAY, February 2. First Tour.—Arrive at Riverside 12.00 NOON; to The Glenwood.

SUNDAY, February 3. First Tour.

MONDAY, February 4. First Tour.

TUESDAY, February 5. First Tour.

} At The Glenwood, Riverside.

NOTE.—During this time a trip will be made to Redlands, where there will be a carriage drive.

WEDNESDAY, February 6. First Tour.—Leave Riverside 8.30 A. M. Arrive at San Diego 12.45 NOON; transfer to Hotel del Coronado, Coronado Beach.

THURSDAY, February 7. First Tour. }
FRIDAY, February 8. First Tour. } At Hotel del Coronado.

SATURDAY, February 9. First Tour.—Transfer to the station, and leave San Diego 8.35 A. M. Arrive at Pasadena about 1.00 P. M.; to Hotel Green.

SUNDAY, February 10. First Tour. }
MONDAY, February 11. First Tour. } At Hotel Green, Pasadena.
TUESDAY, February 12. First Tour. }

WEDNESDAY, February 13. First Tour.—Leave Pasadena 1.05 P. M. Arrive at Santa Barbara about 6.00 P. M.; transfer to The Potter.

THURSDAY, February 14. First Tour. }
FRIDAY, February 15. First Tour. } At The Potter, Santa Barbara.

SATURDAY, February 16. First Tour.—Leave Santa Barbara about 11.30 A. M., *via* the Coast Division, in special Southern Pacific Company's coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.

SUNDAY, February 17. First Tour. }
MONDAY, February 18. First Tour. } At Hotel del Monte.

TUESDAY, February 19. First Tour.—Leave Del Monte station 8.09 A. M. Arrive at Santa Cruz 9.45 A. M.; carriage drive to the Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa Cruz about 3.00 P. M. *via* Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to be designated by the conductor of the party.

WEDNESDAY, February 20. First Tour.—At San Jose.

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at Smith's Creek.

THURSDAY, February 21. First Tour.—Leave San Jose 10.45 A. M.; arrive at Palo Alto 11.08 A. M.; carriage drive to Leland Stanford Junior University; luncheon at the University dining

hall; leave Palo Alto at 3.26 P. M.; arrive in San Francisco, Third street station, 4.30 P. M.; transfer to Tiburon ferry, and thence by boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.; to Hotel Rafael.

FRIDAY,	February 22.	First Tour.	} At Hotel Rafael, San Rafael
SATURDAY,	February 23.	First Tour.	
SUNDAY,	February 24.	First Tour.	
MONDAY,	February 25.	Tour First.	

NOTE.—During the stay at San Rafael an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

TUESDAY, February 26. First Tour.—Leave San Rafael about 8.00 A. M. Arrive at Oakland pier 9.20 A. M., and leave 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

WEDNESDAY, February 27. First Tour.—*En route* through Nevada and Utah. Arrive at Ogden 6 00 P. M., and leave at once *via* the Rio Grande Western Railway arriving in Salt Lake City 7.30 P. M.; transfer to The Knutsford.

NOTE.—Railway time changes at Sparks, Nev., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, February 28. First Tour.—In Salt Lake City. Carriage drive, visiting the chief points of interest. Leave Salt Lake City 6.30 P. M. *via* the Rio Grande Western Railway.

FRIDAY, March 1. First Tour.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad. Arrive at Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity to visit the hot springs and baths. Pass through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou about 9.00 P. M. Transfer to the Cliff House.

SATURDAY,	March 2.	First Tour.	} At Manitou.
SUNDAY,	March 3.	First Tour.	

MONDAY, March 4. First Tour.—The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, March 5. First Tour.—Leave Manitou 8.50 A. M. Arrive in Denver 12.00 NOON. Carriage drive in the afternoon through the best residence sections of the city. • Leave Denver 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, March 6. First Tour.—*En route* eastward through Kansas, Nebraska, and Iowa. Arrive at Omaha about 1.00 P. M. Leave Omaha 2.45 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, March 7. First Tour.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois. **Arrive in Chicago** 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M. The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, March 8. First Tour.—**Arrive in Pittsburgh** 6.35 A. M.; **arrive in New York**, Grand Central station, 1.30 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itinerary may be necessary.

ITINERARIES.

SECOND AND THIRD MIDWINTER TOURS (INCLUDING THE GRAND CAÑON OF ARIZONA).

TUESDAY,	February 12.	Second Tour.	} Leave Boston 10.45 A. M., South station, <i>via</i> the Boston & Albany Railroad, New York Central & Hudson River Railroad Company, Lessee, in special Pullman vestibuled sleeping cars, <i>running through to Southern California without change.</i> Check baggage to Pasadena, Cal. (See
TUESDAY,	March 5.	Third Tour.	

note about baggage tags, page 6.) **Leave Worcester** 11.55 A. M., **Springfield** 1.11 P. M., **Pittsfield** 2.59 P. M., **Albany** 4.20 P. M., **Utica** 6.30 P. M., **Syracuse** 7.50 P. M., **Rochester** 9.30 P. M., and **Buffalo** 10.25 P. M. (Central time). Luncheon and dinner in the dining car.

Leave New York 1.06 P. M., Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Leave Poughkeepsie 2.47 P. M. Luncheon and dinner in the dining car.

For the accommodation of passengers joining the parties at Buffalo, there will be a sleeping car at that station ready for occupancy 9.30 P. M.

Leave Philadelphia 8.30 A. M., Reading Terminal station, in Pullman cars, *via* the Philadelphia & Reading and the Lehigh Valley lines. Luncheon and dinner in the dining car.

Leave Pittsburgh 6.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, February 13.	Second Tour.	} <i>En route</i> westward. Arrive in Chicago 1.00 P. M. Leave Chicago 3.30 P. M. <i>via</i> the Atchison, Topeka & Santa Fe Railway, in a special train of vestibuled Pullman sleeping cars, with a dining car and composite car.
WEDNESDAY, March 6.	Third Tour.	

THURSDAY, February 14.	Second Tour.	} Arrive at Kansas City in the morning; thence westward <i>via</i> the Atchison, Topeka & Santa Fe Railway through the State of Kansas.
THURSDAY, March 7.	Third Tour.	

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, February 15.	Second Tour.	} <i>En route</i> westward through southeastern Colorado, New Mexico, and Arizona.
FRIDAY, March 8.	Third Tour.	
SATURDAY, February 16.	Second Tour.	} Arrive at Grand Cañon 8.00 A. M.
SATURDAY, March 9.	Third Tour.	

SUNDAY,	February 17.	Second Tour.	} At Grand Cañon. Leave 1.00 P. M. for Williams and the West.
SUNDAY,	March 10.	Third Tour.	

NOTE.—Railway time changes at Seligman, Ariz., from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

MONDAY,	February 18.	Second Tour.	} <i>En route</i> westward; arrive at Pasadena, Cal., about 1.00 P. M.; to Hotel Green.
MONDAY,	March 11.	Third Tour.	

TUESDAY,	February 19.	Second Tour.	} At Hotel Green, Pasadena.
TUESDAY,	March 12.	Third Tour.	
WEDNESDAY,	February 20.	Second Tour.	
WEDNESDAY,	March 13.	Third Tour.	
THURSDAY,	February 21.	Second Tour.	
THURSDAY,	March 14.	Third Tour.	

FRIDAY,	February 22.	Second Tour.	} Leave Pasadena about 8.50 A. M.; due in Riverside about NOON; transfer to The Glenwood.
FRIDAY,	March 15.	Third Tour.	

SATURDAY,	February 23.	Second Tour.	} At The Glenwood, Riverside.
SATURDAY,	March 16.	Third Tour.	
SUNDAY,	February 24.	Second Tour.	
SUNDAY,	March 17.	Third Tour.	

NOTE.—During this time a trip will be made to Redlands, where there will be a carriage drive.

MONDAY,	February 25.	Second Tour.	} Leave Riverside 8.30 A. M. Arrive at San Diego 12.45 NOON; transfer to Hotel del Coronado.
MONDAY,	March 18.	Third Tour.	

TUESDAY,	February 26.	Second Tour.	} At Hotel del Coronado, Coronado Beach.
TUESDAY,	March 19.	Third Tour.	
WEDNESDAY,	February 27.	Second Tour.	
WEDNESDAY,	March 20.	Third Tour.	

THURSDAY, February 28. Second Tour. } Leave San Diego 8.35 A. M.; due Los Angeles
 THURSDAY, March 21. Third Tour. } 12.40 NOON; luncheon at Hotel Westminster;
 leave Los Angeles 3.00 P. M., due Santa Barbara 8.00 P. M.; transfer to The Potter.

FRIDAY, March 1. Second Tour. }
 FRIDAY, March 22. Third Tour. } At The Potter, Santa Barbara.

SATURDAY, March 2. Second Tour. } Leave Santa Barbara about 11.30 A. M. *via*
 SATURDAY, March 23. Third Tour. } the Coast Division, in special Southern Pacific
 Company's coaches. Arrive at Del Monte station about 9.00 P. M.; to Hotel del Monte.

SUNDAY, March 3. Second Tour. }
 SUNDAY, March 24. Third Tour. } At Hotel del Monte.
 MONDAY, March 4. Second Tour. }
 MONDAY, March 25. Third Tour. }

TUESDAY, March 5. Second Tour. } Leave Del Monte station 8.09 A. M. Arrive
 TUESDAY, March 26. Third Tour. } at Santa Cruz 9.45 A. M.; carriage drive to the
 Cliffs and other points; luncheon at the Sea Beach Hotel or The St. George. Leave Santa
 Cruz about 3.00 P. M. *via* Pajaro; arrive in San Jose about 5.30 P. M.; transfer to a hotel to
 be designated by the conductor of the party.

WEDNESDAY, March 6. Second Tour. }
 WEDNESDAY, March 27. Third Tour. } At San Jose.

NOTE.—During the stay at San Jose there will be an excursion to the Lick Observatory, on
 the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party
 leaving the hotel in the morning and returning late in the afternoon; luncheon will be served at
 Smith's Creek.

THURSDAY, March 7. Second Tour. } Leave San Jose 10.45 A. M.; arrive at Palo
 THURSDAY, March 28. Third Tour. } Alto 11.08 A. M.; carriage drive to Leland
 Stanford Junior University; luncheon at the University dining hall; leave Palo Alto 3.26 P. M.;
 arrive in San Francisco, Third street station, 4.30 P. M.; transfer to Tiburon ferry, and thence by
 boat and train (California Northwestern Railway) fifteen miles to San Rafael, due 6.10 P. M.;
 to Hotel Rafael.

FRIDAY,	March 8.	Second Tour.	} At Hotel Rafael, San Rafael.
FRIDAY,	March 29.	Third Tour.	
SATURDAY,	March 9.	Second Tour.	
SATURDAY,	March 30.	Third Tour.	
SUNDAY,	March 10.	Second Tour.	
SUNDAY,	March 31.	Third Tour.	
MONDAY,	March 11.	Second Tour.	
MONDAY,	April 1.	Third Tour.	

NOTE.—During the stay at San Rafael an excursion will be made to Mount Tamalpais and return *via* the Mill Valley & Mount Tamalpais Scenic Railway.

TUESDAY,	March 12.	Second Tour.	} Leave San Rafael about 8.00 A. M. and Oakland Pier 9.30 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman sleeping cars with dining car; proceed eastward <i>via</i> Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.
TUESDAY,	April 2.	Third Tour.	

WEDNESDAY,	March 13.	Second Tour.	} <i>En route</i> through Nevada and Utah. Arrive at Ogden 6.00 P. M., and leave at once <i>via</i> the Rio Grande Western Railway, arriving in Salt Lake City 7.30 P. M.; transfer to The Knuts- ford.
WEDNESDAY,	April 3.	Third Tour.	

NOTE.—Railway time changes at Sparks, Nev.; from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY,	March 14.	Second Tour.	} In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel and leave <i>via</i> the Rio Grande Western Railway 6.30 P. M.
THURSDAY,	April 4.	Third Tour.	

FRIDAY,	March 15.	Second Tour.	} From Grand Junction eastward <i>via</i> the Denver & Rio Grande Railroad. Arrive at Glenwood Springs about 8.00 A. M., where the train will halt one hour, affording an opportunity to visit the hot springs and baths; pass through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou about 9.00 P. M.; transfer to the Cliff House.
FRIDAY,	April 5.	Third Tour.	

SATURDAY, March 16. Second Tour. }
 SATURDAY, April 6. Third Tour. } At Manitou.

SUNDAY, March 17. Second Tour. }
 SUNDAY, April 7. Third Tour. } At Manitou.

MONDAY, March 18. Second Tour. } The day will be devoted to an excursion to
 MONDAY, April 8. Third Tour. } Cripple Creek and Victor, over the scenic line
 of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about
 10.00 A. M.

NOTE.—While at Manitou there will be a carriage drive through the Garden of the Gods.

TUESDAY, March 19. Second Tour. } Leave Manitou 8.50 A. M. *via* the Denver &
 TUESDAY, April 9. Third Tour. } Rio Grande Railroad. Arrive in Denver
 12.00 NOON. There will be a carriage drive in the afternoon through the best residence sections
 of the city; leave Denver 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, March 20. Second Tour. } *En route* eastward through Kansas, Nebraska,
 WEDNESDAY, April 10. Third Tour. } and Iowa. Arrive at Omaha about 1.00
 P. M.; leave Omaha 2.45 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th
 meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, March 21. Second Tour. } On the Chicago, Rock Island & Pacific Rail-
 THURSDAY, April 11. Third Tour. } way *en route* through Illinois; **arrive in**
Chicago 9.00 A. M.; thence east on the Lake Shore & Michigan Southern Railway 10.30 A. M.
 The Philadelphia passengers will leave Chicago 3.00 P. M.

FRIDAY, March 22. Second Tour. } **Arrive in Pittsburgh** 6.35 A. M.; **arrive in**
 FRIDAY, April 12. Third Tour. } **New York**, Grand Central station, 1.30
 P. M.; **arrive in Boston**, South station, 3.00 P. M.; **arrive in Philadelphia** about 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard, or 90th meridian,
 to Eastern standard, or 75th meridian—one hour faster.

Some variations of the above itineraries may be necessary.

THE YOSEMITE VALLEY.

THE Yosemite Valley is not accessible in the Winter on account of the snow on the mountains, but the roads are generally open early in the Spring. For the benefit of those of our patrons who desire to visit the valley, we have arranged two very attractive excursions from San Francisco, the parties under escort leaving Monday, April 8, and Monday, April 15. Berenda, which is on the main line, is 178 miles from San Francisco, and a branch line extends from Berenda to Raymond, a distance of 21 miles farther. Beyond Raymond the journey into the valley and return is entirely by the stages of the Yosemite Valley Stage and Turnpike Company. It is forty-two miles from Raymond to Wawona, and twenty-eight miles from Wawona to the valley. The valley lies in the heart of the Sierra Nevada, 150 miles nearly due east from San Francisco.

The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height; and third, the small amount of *débris* at their base. The floor of the valley is bordered by cliffs, nearly vertical, rising to heights ranging from half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral

Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome, 7,568 feet. The waterfalls are hardly less marvelous than the cliffs—the Yosemite, 2,600 feet in height, the highest fall in the known world; the Bridal Veil, 900 feet; and the Vernal and Nevada Falls, 400 and 600 feet.

There are a number of easy excursions which visitors to the Valley can take; as for example, to Mirror Lake (by carriage), and to Glacier Point and Sentinel Dome, or to Vernal and Nevada Falls on horseback, with guides. All the great falls, except Vernal and Nevada, are visible from the valley without climbing.

The Big Tree Groves, of which the Mariposa and Calaveras are best known, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest tree is 115 feet in circumference, and the greatest height 325 feet.

ITINERARIES.

MONDAY,	April 8.	Yosemite No. 1.	} Leave San Francisco by ferry 7.40 P. M. and Oakland Pier 8.08 P. M., in Pullman sleeping cars <i>via</i> the Southern Pacific Company's line.
MONDAY,	April 15.	Yosemite No. 2.	

TUESDAY,	April 9.	Yosemite No. 1.	} Arrive at Raymond 6.00 A. M.; breakfast at hotel, and leave Raymond 7.00 A. M. by the Yosemite Stage and Turnpike Company's stages; luncheon at Ahwahnee; arrive at the Wawona Hotel, Wawona, 6.00 P. M.
TUESDAY,	April 16.	Yosemite No. 2.	

WEDNESDAY,	April 10.	Yosemite No. 1.	} Leave Wawona by stage 6.00 A. M.; arrive in the Yosemite Valley, Sentinel Hotel, 12.00 NOON.
WEDNESDAY,	April 17.	Yosemite No. 2.	

NOON.

THURSDAY,	April 11.	Yosemite No. 1.	} In the Yosemite Valley.
THURSDAY,	April 18.	Yosemite No. 2.	
FRIDAY,	April 12.	Yosemite No. 1.	
FRIDAY,	April 19.	Yosemite No. 2.	

SATURDAY,	April 13.	Yosemite No. 1.	} Leave the Sentinel Hotel 1.00 P. M.; arrive at
SATURDAY,	April 20.	Yosemite No. 2.	
SUNDAY,	April 14.	Yosemite No. 1.	} Leave Wawona 7.00 A. M. <i>via</i> the Mariposa
SUNDAY,	April 21.	Yosemite No. 2.	

arrive at Raymond 6.00 P. M.; after supper at hotel leave Raymond in Pullman sleeping cars
7.00 P. M.

MONDAY,	April 15.	Yosemite No. 1.	} Arrive in San Francisco 8.48 A. M.
MONDAY,	April 22.	Yosemite No. 2.	

Tickets for these tours can be procured at our Los Angeles or San Francisco offices. Early registration is advised.

TOURS ACROSS THE CONTINENT.

GENERAL INFORMATION.

Notes Regarding Tickets.

PASSENGERS holding ticket for Tours G, H, J, and K, and the Midwinter Tours, have every advantage enjoyed by the members of our regular California and Mexico-California parties, the tickets being good for the homeward journey any time before August, 1907. If for any reason a member of these parties desires to vary the program of travel in California, spending less time at one place and more at another, or even to visit some places not included in the itinerary, he can readily do so, rejoining the party at any later point. Board coupons which thus remain unused will be redeemed either at our Los Angeles or San Francisco office, or after the return East. The return tickets are also good on any regular train independently of any party. Thus it will be seen that the widest liberty is accorded our patrons, while at the same time every advantage of special escort is provided for.

In all cases tickets for these tours should be taken about a week previous to the date of departure of the parties.

The rates given for children between five and twelve years of age call for everything provided in the tickets for adults, including separate sleeping car accommodations on all lines traveled over, to and from California. When a separate berth is not required, a corresponding reduction is made in the price of children's tickets. The baggage transportation on children's tickets is limited to seventy-five pounds for each ticket. Unused hotel, transfer, and sleeping-car coupons are redeemable; so, also, are unused meal coupons *when the owner is traveling independently of a party*; but the coupons for railway transportation are not, except that the railroad tickets for side trips in California will be redeemed if none of the coupons forming the complete side trips have been used. *The journey between Los Angeles and San Francisco, however, is a part of the transcontinental round trip, and those railway coupons, therefore, cannot be redeemed under any circumstances.*

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or seventy-five pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, or to the side trip into the Yosemite Valley, where trunks are not taken by the stages.) All hand luggage remains in the personal care of the owners, and it is advisable to take no more or heavier luggage of this description than necessary.

"Stop-over" Privileges.

Our tickets allow the holders the privilege of stopping over in California, Utah, or Colorado, or at any point on the return trip between the Pacific Coast and Chicago.

Persons returning independently by the Northern or Canadian Pacific routes can apply for information or assistance to our Pacific Northwest agent, W. C. Seachrest, 132 Third Street, Portland, Ore.

On the returning journeys, sleeping-car coupons must be used for a continuous trip from the starting point to the destination named thereon. Persons who return independently, and wish to stop off at intermediate stations, should pay the usual Pullman fares from point to point and retain their coupons, which will be redeemed at the full through Pullman fare for the distance covered by the coupons.

* Passengers who return independently by the Denver & Rio Grande line may travel between Denver and Chicago *via* either Council Bluffs or Kansas City, over the Chicago, Rock Island & Pacific Railway.

Sleeping-Car and Steamship Accommodations.

Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire berth (half a section), and only two persons in each stateroom on the Alaska steamer.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, and in other particulars the members of the party are relieved of many petty cares inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Registration Methods.

Persons desiring to join one of our parties should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and, should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen.


Persons are not compelled to come to the starting point in order to join a party, but may connect with the train at any convenient place along the route. In all cases places are reserved on the cars for passengers who are to join *en route*.

Hints About Clothing.

The parties will leave the East at times when warm clothing will be a necessity, not only on the Atlantic Coast, but over much of the way across the continent. In New Mexico, Arizona, and California the temperature will most likely be genial, but warm clothing with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. In the Yellowstone National Park trip, strong and serviceable clothing and a pair of stout walking-shoes or boots will be best. The traveler should be prepared with clothing which dust cannot injure, and wraps for evening wear. There are few nights within the Park without frosts.

For the Alaska voyage one should dress as warmly as for an Atlantic ocean

voyage, but no warmer, since that should mean woolens and wraps. Most of the sight-seeing is from the steamer's deck, but it is better to be prepared for little land expeditions in all weathers. Closely fitting outer garments are of course the most convenient on the breezy deck. Steamer chairs, if desired, can be obtained generally of the deck-stewards on the steamer.

 Tickets, additional copies of this circular, and all required information can be obtained of

RAYMOND & WHITCOMB COMPANY.

(INCORPORATED)

BOSTON: 306 Washington Street.

NEW YORK: 25 Union Square.

PHILADELPHIA: 1005 Chestnut Street.

CHICAGO: 133 E. Jackson Boulevard.

PITTSBURGH: Park Building, Fifth Avenue.

OUTWARD BY THE SANTA FE ROUTE.

FROM BOSTON, NEW YORK, PHILADELPHIA, PITTSBURGH, CHICAGO, ETC., TO SOUTHERN CALIFORNIA.

The members of Tour G, the three Midwinter Tours, and Tour L, leaving Boston, New York, Philadelphia, and Pittsburgh Tuesdays, January 8 and 29, February 12, March 5, and April 30, and Chicago one day later, will make the outward journey over the Atchison, Topeka & Santa Fe line. Tour G and the First Midwinter parties go through direct, reaching Riverside Saturdays, January 12 and February 2; while the Second and Third Midwinter and the Tour L parties will visit the Grand Cañon of Arizona, reaching Southern California February 18, March 11, and May 6. The

States of Illinois, Iowa, and Missouri are traversed before reaching Kansas City. This city lies upon the boundary line of two States,—Missouri and Kansas,—with its chief population, public buildings, etc., in the former.

Leaving Kansas City, we traverse the great State of Kansas from one end to the other. The Kansas or Kaw River is followed up as far as Topeka, the State capital and a very pretty city, and the railway then passes through a rich coal section and a productive farming region, reaching the Arkansas River near Hutchinson. Western Kansas and Eastern Colorado are given up largely to cattle-grazing. The main line of the Santa Fe system traverses the southeast corner of Colorado, with the Rocky Mountains in plain sight most of the way; Pike's Peak, the high summits of the Greenhorn, the Culebra range, and the shapely Spanish peaks forming the chief landmarks. The Raton Mountains, a lateral spur of the Rockies, are crossed near Trinidad. Just back of Trinidad the castellated summit of Fisher's Peak rises to the height of 9,633 feet above sea-level. The descent on the New Mexico side, like the ascent from the north, is by a heavy grade, and the great New Mexican plateau is reached. This region is devoted chiefly to grazing, and there are in the vicinity several large cattle ranches. Through the mountains the railroad follows pretty closely the old "Santa Fe trail," and several historic places, including the site of Dick Wootton's old toll-gate, are to be seen by the way.

Crossing another mountain spur at the Glorieta Pass, after leaving Las Vegas, and descending on the western slope, Lamy Junction is reached. At Glorieta, and in the neighboring Apache Cañon, through which the railroad passes in descending the western face of the mountains, a sharp fight took place early in the Civil War between the United States forces and a band of Texans who were bent upon seizing New Mexico. Some twenty miles west of Las Vegas is Starvation Mountain, where

a band of Indians is said to have surrounded and vanquished by starvation one hundred and forty Mexicans; and farther west, in the Pecos Valley, are the ruins of a church built by the Spaniards in 1529, and of a far more ancient city.

The approach to Albuquerque is picturesque, the Sandia Mountains, which lie at no great distance northeast, adding to the beauty of the scenery. Albuquerque was a popular Mexican town long before the railroad came, having been christened in honor of the Duke of Albuquerque in the days of Spanish rule.

The main continental divide is crossed in New Mexico; but there is little to indicate, either in the surroundings or the approach, that it is the ridge-pole of America. At Laguna, sixty-six miles west of Albuquerque, the road passes directly through an Indian *pueblo*, the houses of which are built in terraces, two and three stories in height. Sixteen miles south of Laguna is the *pueblo* of Acoma, one of the most remarkable in America; and forty-five miles from Fort Wingate, which is near Wingate station, is the famous *pueblo* of Zúñi. At Gallup are extensive coal mines. Defiance is the supply station for Fort Defiance and the Navajo agency. The great Navajo reservation lies north of the railroad in both New Mexico and Arizona, extending along the line of Colorado and Utah. Between Manuelito (a station so named in honor of a former chief of the Navajos) and Allantown the Arizona line is crossed. Near Carrizo and Holbrook are the famous petrified forests of Arizona. Twenty-six miles west of Winslow the road crosses the Cañon Diablo, an immense zigzag, yawning chasm in the white and yellow magnesian limestone.

The magnificent San Francisco Mountains, a group of lofty, snow-clad peaks, which rise a few miles north of the railroad, at Flagstaff, will attract attention. There are three sharp peaks of purest white, supported by dark shoulders of cedar and piñon-covered slopes. The main peaks are Humphrey, Agassiz, and Humboldt,

and the long, dark, eastern ridge is Mount Minor. Mount Humphrey is 12,851 feet high, and Mount Agassiz is only 300 feet lower.

The mountains southeast of the San Francisco group are known as the Coconino range. They are mainly extinct volcanoes. One of them, called Sunset Mountain, presents a singular aspect, the rim of its crater being tipped with red lava rock. In another of the Coconino hills is a group, numbering sixty-five, of the mysterious cave dwellings, which are supposed to antedate the prehistoric cliff dwellings, an extensive collection of which is found at Walnut Cañon, nine miles from Flagstaff. Through a large part of this section ruins of cities and towns which were built of stone are found.

At Williams, thirty-four miles west of Flagstaff, three of the parties leave the main line of railway and go sixty-five miles north to the Grand Cañon of Arizona, over the line of the Grand Cañon Railway.

That so sublime a manifestation of grandeur and beauty as that found here should have called forth some of the finest tributes from the most gifted pens in this country is what we naturally would expect; and such is preëminently the case. It is an inspiration that inspires, a manifestation of the results of forces so Titanic that all previous conceptions of grandeur and sublimity seem utterly dwarfed; and the beholder, however familiar he may be with the great show-places of the earth, finds himself awed into silence in the presence of so stupendous a panorama of form and color. The brush of the painter has also been busy in the almost hopeless task of transferring such matchless scenes to the canvas; and, thanks to the incomparable genius of a Moran, we have the masterful portrayal of this giant rift which adorns the walls of the capitol in Washington. But neither the eloquent tongue of the orator, the pen of the most gifted writer, nor the brush of the most inspired artist



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THE GRAND CAÑON OF ARIZONA.

can do more than hint at the vastness, the sublimity, and the beauty which is felt but which can never be adequately expressed.

Statistics may be instructive, but they can never add very much to the profound impression which is gained by a look into this awful chasm. What is known to the geologists as the Grand Cañon district lies principally in northwestern Arizona, its length from northeast to southwest in a straight line being about 180 miles, its width 125 miles, and its total area some 15,000 square miles. Its northerly beginning, at the high plateaus in southern Utah, is a series of terraces, many miles broad, dropping like a stairway, step by step, to successively lower geological formations, until in Arizona the platform is reached which borders the real chasm and extends southerly far into the central part of that territory. It is the theory of geologists that 10,000 feet of strata have been swept by erosion from the surface of the entire platform. From this it follows that the chasm of the Grand Cañon proper, were the missing strata restored to the adjacent plateau, would be 16,000 feet deep. The actual total vertical depth is over a mile.

After our visit to the Grand Cañon we return to Williams, and resume the westward journey over the main line of the "Santa Fe Route." The Colorado River is crossed at the Needles by means of a new and magnificent cantilever bridge. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are picturesque mountains, which give to the station its name. Proceeding westward, the road crosses the great Mojave Desert of California, an elevated tract whereon little besides the yucca palm is seen growing. Numerous lava hills are scattered about the eastern section of the desert, and there are distant mountain ranges within view at the north.

Emerging from the Mojave Desert, and following up for a time the Mojave River, which farther north disappears altogether in a desert "sink," our train climbs the slopes of the San Bernardino range towards the Cajon Pass, which pierces the mountain wall not far east of the snow-capped peak known as "Old Baldy." In approaching the pass, and also while descending the steep grades on the other side, the traveler nearing San Bernardino enjoys a succession of magnificent views. The summit of the pass is about 3,400 feet above the sea, or 1,283 feet above Barstow.

From the scene of waste and desolation presented by the Mojave Desert one emerges into the garden of California, a region where the flowers and fruits of the semi-tropics grow in profusion. Luxuriant orange orchards and vineyards take the place of desert sands. The air becomes fragrant with the sweet breath of orange blossoms. Snow-clad peaks rise behind, and in front is spread the broad and fruitful valley in which San Bernardino, Colton, Riverside, and dozens of other towns are situated. On a mountain-side north of San Bernardino may be seen the famous Indian Arrow-Head,—a huge discoloration of the slopes over a quarter of a mile long. It is near the Arrow-Head Hot Springs.



THE TOURS OUTWARD BY THE SUNSET ROUTE.

FROM BOSTON, NEW YORK, PHILADELPHIA, PITTSBURGH,
CHICAGO, ETC., TO RIVERSIDE.

THE early stages of the parties leaving the East Thursdays, January 17, February 7 and 28, will be over the New York Central & Hudson River Railroad and connecting lines to Mattoon, Ill., there entering upon the line of the Illinois Central Railroad for the journey through to New Orleans. The Pittsburgh and Chicago passengers will leave one day later than the above dates, the former uniting with the main party at Cleveland, and the latter at Mattoon. From New Orleans the Southern Pacific Company's "Sunset Route" will be taken through to

the Pacific Coast. Those who find it more convenient to join the parties at Worcester, Springfield, or elsewhere *en route* will have the opportunity.

The members of Tour J will be in New Orleans during the *Mardi Gras* Carnival, Tuesday, February 12, and will have special facilities for viewing the great parades.

New Orleans, situated ninety-four miles from the mouth of the Mississippi River, is the metropolis of the South, having a population of 287,104, and is the largest cotton mart in the world. Many of the streets are actually below the level of the river, which is prevented from overflowing only by levees. One of the most interesting sights is the French market, on the levee, near Jackson square. The assemblage embraces every nationality and shade of color, and the mingling of French, English, Spanish, and various kinds of *patois* is bewildering. The stranger is attracted by the strange conglomeration of people quite as much as he is by the remarkable admixture of wares. It is a bit of the Old World, or, rather, many Old World scenes brought together. In the same vicinity is the old St. Louis Cathedral. The present edifice was begun in 1792 and finished in 1794. There had previously been two churches on this site. There are several relics in this neighborhood of the old French and Spanish occupation. The old hall of the *Cabilda*, or City Council, and the Court House are on the right and left of the Cathedral. The square contains a bronze equestrian statue of General Jackson by Mills, similar to the one in Washington. In addition to the Jackson Monument by Mills, and the colossal bronze of Clay by Hart, there are several statues worthy of notice—one of General Lee, surmounting a tall marble shaft, in Lee circle; Benjamin Franklin by Powers, in Lafayette square; and Margaret Haughey's, corner of Camp and Prytania streets. There are some fine monuments in Greenwood and Metarie Road Cemeteries, which are reached by the cars running from Canal street to the West End.

From New Orleans Westward.

The Southern Pacific ferry takes the train over the Mississippi between Harahan and Avondale. In Southern Louisiana the route passes some of the great sugar plantations, and then comes to a timbered region, entering Texas at Orange.

Nearly two days will be spent in crossing Texas, the Empire State of the South. The Southern Pacific line traverses nineteen of its 226 counties. Some of these counties are larger than several of the Eastern States. The route lies for 952 miles within the borders of Texas, and through its most productive and most picturesque parts. The population of the state has increased rapidly within a few years, principally in the eastern and central counties.

Each party will make an interesting halt in San Antonio. This city played a more important part in the early history of Texas than any other place. The Alamo, where Santa Ana slaughtered Travis, Bowie, Davy Crockett, Evans, and their little band of patriots—144 men altogether, while the besiegers numbered 4,000—is on the plaza of the same name, about a mile from the station. It may be reached by electric cars, which, in the opposite direction, will also take one to Government Hill, on which is situated one of the finest military posts in the United States, the headquarters of the Department of Texas. The ancient missions can be visited by carriage.

A long stretch of grazing country comes west of San Antonio. There are several important shipping points along the railroad line, together with numerous ranches. The Pecos River is crossed near Shumla by the highest bridge in the country, and the second highest in the world, 328 feet above the water. At many places in western Texas artesian wells furnish the only water supply. Some of them are 2,000 feet deep. At Paisano we reach the highest elevation of the westward journey,—5,082 feet, or a little less than a mile above the sea. At El Paso, on the border of

both Mexico and New Mexico, there will be a halt, giving ample time to see El Paso, and also for a visit to the city of Juarez, formerly Paso del Norte, in Old Mexico, less than a mile distant.

Since the advent of the railroads, American and Mexican, El Paso has grown to be a place of considerable importance in trade. The Mexican city of Juarez is on the opposite bank of the Rio Grande. It is the border town of the State of Chihuahua, and is supposed to have been settled about the year 1585. There is an old church at the head of the Plaza, and the surroundings are essentially Mexican, most of the buildings being constructed of *adobe*. Street-cars cross the river, which at this point, except in the rainy season, is an insignificant stream.

New Mexico and Arizona.

On leaving El Paso we cross the Rio Grande and enter the Territory of New Mexico just above the boundary line of Old Mexico. At a distance of 168 miles from El Paso we cross Stein's Pass, in the Peloncillo range, and enter the Territory of Arizona.

Arizona comprises 113,020 square miles, and New Mexico 122,580. Both, together with California, Utah, and Nevada, came into the possession of the United States after the Mexican War. The physical aspects of the two Territories are similar. Gold, silver, and other minerals are found in Arizona, and there are many mining districts scattered through the southern part of the Territory. The scenery is in places exceedingly picturesque, the mountains assuming quaint forms. Arizona is the home of the cactus, and nearly every known variety will be seen in abundance, including the great tree-cactus (the Mexican *saguero*, or the *cereus giganteus* of science), which is often found forty feet in height, looking like a Corinthian column surmounted by candelabra. Nearly 18,000 square miles of the area of Arizona are

occupied as Indian reservations. The tribes encountered upon our line of travel, chiefly the Papagoes, Pimas, Maricopas, and Yumas, have long been at peace with the whites. The first missions in this region were established among the Papagoes in 1587 and 1699. Tucson has a population of about 5,000, and was the territorial capital for ten years previous to 1877.

Yuma, where we cross the Colorado River, just below the mouth of one of its most important tributaries, the Gila, was established by the Spanish missionaries in 1700, and was, until within a few years, an important military post.

We enter California, at the extreme southeastern corner of the State, and first traverse that remarkable section known as the Colorado Desert, a considerable portion of which actually lies below the level of the sea. From this desert waste we emerge into a most fruitful section of California, a region rich in vineyards, orange orchards, grain fields, and flowers.

CITIES, HOTELS, AND RESORTS.

SOUTHERN CALIFORNIA.

Riverside and The Glenwood.

Riverside, six miles from Colton and nine miles from San Bernardino, is an older settlement than most of the valley towns, and is a paradise of orange orchards, vineyards and gardens. The Glenwood, which was opened in January, 1903, took the place of an old and much-favored establishment, and under the same skilled

management, it has served to increase the popularity of this beautiful resort. Riverside possesses many attractions peculiar to Southern California, and a situation in front of the noble San Bernardino Mountains that could not be surpassed. It is in the centre of the best orange-growing section of California, and the residents, who are chiefly from the East, have carried to their new Western homes, many New England ideas. The famous Magnolia avenue, one of the handsomest driveways in the world, is one of Riverside's many attractions.

Redlands.

Redlands is nine miles east of San Bernardino, and one of the most beautiful towns of Southern California. Like Riverside, it is the home of the famous seedless orange. The town is beautifully situated, and commands an extensive view of the valley and the neighboring mountains. La Casa Loma is the leading public house.

San Diego and the Hotel del Coronado.

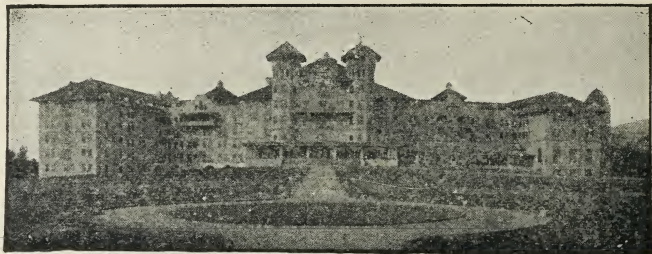
San Diego County is the southernmost county of California and adjoins Mexico. The city of San Diego, situated upon its southern seacoast, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, it is claimed, added to its other advantages, San Diego is naturally a favorite place of resort for Eastern visitors. On the opposite side of San Diego Bay, on the beautiful Coronado Beach, stands the Hotel del Coronado, an "all-the-year-round" resort which was opened to the public February 15, 1888. It covers seven and one-half acres and contains 750 rooms, including many spacious public apartments. The improvements recently made at Hotel del Coronado have greatly enhanced the attractiveness of this favorite hostelry.

Los Angeles.

Los Angeles, the metropolis of Southern California, is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size and dignity at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. It is now a magnificent city of over 200,000 inhabitants, and growing very rapidly. It is an important center for three great railway lines,—the Southern Pacific, the Santa Fe, and the San Pedro, Los Angeles & Salt Lake Railroad. The old section of the town was irregularly built of adobe but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main street, in the midst of all the life and bustle of the rejuvenated city,—a quaint reminder of other days. The Angelus, Loomis Brothers, proprietors; the Van Nuys, Main street, Milo M. Potter, proprietor; The Hayward, H. C. Fryman, manager; The Westminster, F. O. Johnson, manager; and The Alexandria, are among the largest and most admirably conducted hotels.

Pasadena, Echo Mountain and Wilson's Peak.

Pasadena, the "Crown of the Valley," one of the loveliest towns on the Pacific Coast, is situated in the northwest corner of the San Gabriel Valley, at the base of the Sierra Madre mountains. It is 900 feet above the sea, which is twenty-five miles distant, and about nine miles from Los Angeles. Although a place of gardens, vineyards and groves, it enjoys every advantage of larger cities, including water-works, seventy-five miles of avenues and drives, an excellent street railway system, a comprehensive system of sewerage, electric lights, a fine public library, numerous churches and public schools, enterprising newspapers, banks, business houses and



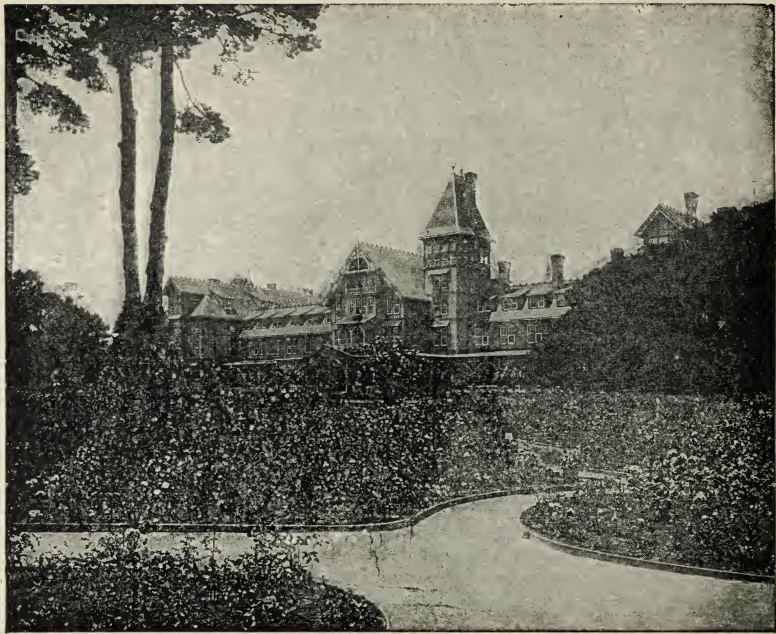
THE POTTER, SANTA BARBARA, CAL.

several steam railways. Among the public houses in Pasadena is Hotel Green, under the efficient management of J. H. Holmes, a man who, by unremitting care and devotion to the welfare of his guests, has won an enviable place in the esteem of thousands of patrons. Recent additions to the house have greatly increased its capacity and architectural beauty.

Many pleasant little excursions may be taken from Los Angeles or Pasadena to points of interest in the vicinity. One of these is the ascent of Echo Mountain by the Pacific Electric Railway. This journey affords superb views of Pasadena, Los Angeles, the entire valley, and far out to sea. Wilson's Peak, reached by a fine mountain trail, is another resort that gives Pasadena visitors opportunities for novel experiences, magnificent views, and a taste of mountain camp, cottage or hotel life.

Santa Barbara.

Santa Barbara is situated under the shelter of the Santa Ynez Mountains, and in front is a magnificent ocean beach. The best preserved of the old mission churches (established December 4, 1786) stands upon the mountain slope just above the town. The Potter stands on a gently sloping eminence within 500 feet of the Pacific Ocean, or, rather, that delightful portion of it comprehended by Santa Barbara Bay. It is six stories high, and contains 460 elegantly furnished guest-rooms. The elements of beauty and comfort were constantly studied in the construction. Every room has outside exposure, with views of either the gleaming waters of Santa Barbara Bay or across old Santa Barbara, buried in tropical foliage, to the rugged Santa Ynez Mountains. To the general picturesqueness of the views from The Potter the towers of the ancient Mission church add an indefinable charm, dominating, as they do, every Santa Barbara landscape.



HOTEL DEL MONTE, NEAR MONTEREY, CAL.

CENTRAL CALIFORNIA.

Monterey and Hotel del Monte.

Monterey is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the State and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. Near here is located the famous Hotel del Monte, in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, footpaths, lawns, and beds of flowers. The general design of the hotel includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semicircular form on each side. There are in the main structure 110 rooms, and in each annex 160 rooms, or 430 apartments in all. The verandas are spacious, and the profusion of flowers about the house makes it very attractive.

Santa Cruz.

Santa Cruz is reached in a side trip from Pajaro. It is only about seven miles from the "Big Tree Grove," near Felton. The situation of Santa Cruz is delightful. Behind the town are the densely wooded Santa Cruz Mountains. In front is a beautiful beach, and beyond are rocky bluffs, which have been carved into fantastic forms by the waves.

San Jose.

One of the handsomest cities in California is San Jose, in the beautiful Santa Clara Valley of the North. With a population of about 25,000, San Jose is nevertheless a city of gardens, orchards, and vineyards. It is one of the great centers of the cherry culture.

Mount Hamilton and the Lick Observatory.

One of the most novel and interesting side trips that can be taken on the Pacific Coast is the excursion by stage from San Jose to the summit of Mount Hamilton, the site of the Lick Observatory. Among the treasures of this institution is one of the largest telescopes in the world. Perhaps, however, the most important work at the Observatory in stellar photography has been accomplished with the twelve-inch telescope, which is mounted in a smaller dome. Visitors are admitted to the Observatory, under proper restrictions, every day in the year.

Palo Alto.

Palo Alto is sixteen miles north of San Jose and thirty-four miles from San Francisco. Here is the Leland Stanford Junior University, founded in 1885 by the late Hon. Leland Stanford and his wife, as a monument to their only child, Leland Stanford, Junior. This great university has for its main object the preparation of young men and women for self-maintenance, with facilities also for those higher forms of education which belong to an institution of this magnitude.

San Francisco.

Notwithstanding the great injury inflicted by the conflagration of April 18 and 19, 1906, whereby a large portion of the business section of the city was destroyed, there is every indication that the former greatness and beauty of the city by the Golden Gate will be eclipsed when the work of rehabilitation is completed. Doubtless the history and outcome of the great fires in Boston, Chicago, Seattle, and Baltimore will be repeated with emphasis when a few years have elapsed and the new and splendid San Francisco shall attest the courage and indomitable enterprise of her citizens.

San Rafael.

Fifteen miles from San Francisco lies the beautiful town of San Rafael. Although within less than an hour of the city, it is as rural and secluded as if a hundred miles away. At the foot of glorious Mount Tamalpais, which forms a picturesque object in every outlook, and with a diversified surface of forest, valley, and glen, it presents many unique features. It has long been a favorite abiding-place of wealthy San Francisco business men, who have dotted its fair expanse with gardens, vineyards, and beautiful villas. The Hotel Rafael occupies a commanding position just in the outskirts of the village and at a convenient distance from the railroad station. This admirable hotel is under the direction of R. V. Halton.

Mount Tamalpais.

The building of the Mill Valley and Mount Tamalpais Scenic Railway has made it possible for tourists to enjoy one of the most beautiful and diversified views imaginable. This road runs from the valley below to within about 210 feet of the summit of the mountain, or to the Tavern of Tamalpais, where one is permitted to look down upon "the fairest scene in the most enchanting corner of the world."

Sacramento.

The State capital of California is a beautiful city in the interior, ninety miles from San Francisco. The Capitol is a noble edifice that cost about \$3,000,000. The E. B. Crocker Art Gallery has a superb collection of paintings and statuary. By going to Sacramento in advance of our train, a visit to the city may be enjoyed without extra travel, and the Golden Eagle Hotel will be found a delightful sojourning place. Arrangements having previously been made at our San Francisco office, parties can join our train on its arrival at Sacramento.



HOTEL RAFAEL, SAN RAFAEL.

NORTHERN CALIFORNIA AND THE PACIFIC NORTHWEST.

From San Francisco to Portland.

THE journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line, leaving Oakland at night. This is an all-rail route, which extends through the Sacramento Valley, over the Siskiyou Mountains and down through the Rogue, Umpqua, and Willamette valleys of Oregon.

The following morning finds us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The mountain, which is eight miles distant, towers to a height of 14,442 feet. Its slopes are covered with everlasting snows far down from its shapely summit; and as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being flanked on the west by a large crater, whose rim is at an elevation of about 12,000 feet. The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River, the second largest stream in California. Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we descend by a wonderful series of curves into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and thence we cross the valley of the Willamette, which we descend for nearly 200 miles to Portland.

Portland, Oregon.

Portland is one of the most important cities of the Northwest Coast, and is enjoying a steady and substantial growth. The business thoroughfares are lined with fine edifices, and many of the residences on the upper streets are very tasteful, as well as elegant and costly. From the slopes back of the city there are superb views of the Willamette Valley and of the two beautiful mountains, Mount Hood and Mount St. Helens. During the stay in Portland the magnificent hotel, The Portland, will be made our headquarters.

Puget Sound, Tacoma, and Seattle.

Puget Sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense sawmills. The city of Tacoma is situated at the head of Commencement Bay, and its manufacturing interests are large and constantly increasing. Seattle, like Tacoma, is a large and populous city, the number of its inhabitants having increased more than twelve-fold in a single decade. At the present time it occupies a very important place in connection with mining operations in Alaska. Both cities afford views of surpassingly grand and beautiful scenery, Mount Rainier being the dominating feature. The Tacoma in Tacoma, and The Lincoln in Seattle, will afford superior accommodations during the sojourns in these cities.

Eastward over the Northern Pacific Railway.

The homeward journey is to be made over the Northern Pacific Railway. The first part of the journey lies through the Cascade Mountains. We descend on the east side of the range into the broad valley of the Yakima River, which forms one of the important tributaries of the Columbia. Nineteen miles east of Spokane, the

boundary line between Washington and Idaho is crossed. The Northern Pacific Railway traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being only about seventy-eight miles. Near Clark's Fork station we pass out of Idaho and into the State of Montana, which is very nearly as large as the great States of New York, Pennsylvania, and Illinois combined.

The Rocky Mountains are crossed just west of Helena, and at Livingston we leave the main line for a tour through the Yellowstone National Park.





OLD FAITHFUL GEYSER.

THE YELLOWSTONE NATIONAL PARK.

THE reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in northwestern Wyoming, and overlapping, to a small extent, the boundary of Montana on the north and of Idaho on the west. This gave an area of about 3,575 square miles. To this was added in 1891 a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The Rocky Mountains cross the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000

feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems,—the Yellowstone River, which has about three-fifths, and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake rivers which have about one-fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. For several years Mr. Arnold Hague, with a score of scientific assistants, made a series of careful surveys of the region, and their published reports convey a vast deal of interesting information about this remarkable section of the earth's surface. "The number of geysers, hot springs, mud pots, and paint pots," said Mr. Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled."

The park is under the care of the Secretary of the Interior, with military surveillance.

Mammoth Hot Springs.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are Liberty Cap, an isolated shaft forty-five feet in height and twenty

in diameter at its base, and the Giant's Thumb, or Liberty Cap No. 2, about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are numerous shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces now in process of formation, just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which *algæ* have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed, of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches or terraces. These are ornamented with beautifully-formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the Liberty Cap and Thumb, already mentioned; the active springs, Pulpit Basins, Marble Basins, and Blue Springs, on the main terrace; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and farther back.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the sub-

sequent trips about the park will be made in comfortable wagons. The early part of the journey lies over a road which ascends the slopes above the spring terraces, affording fine views of the lakes and pools, and also of Bunsen's Peak and other mountains. Silver Gate and Golden Gate are two of the prominent points on this marvellous thoroughfare. Above the latter point a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length. We halt at the Norris Geyser Basin Hotel for lunch. The principal attractions in the Norris Geyser Basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring, and the Growler is the significant name of another vigorous steam-and-water vent. These are brought under inspection soon after leaving the Norris lunch station, and we proceed twenty miles farther, past the beautiful Gibbon River Falls to the Fountain Hotel.

The Lower Geyser Basin.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between thirty and forty square miles, having an elevation of 7,150 feet, or only ninety feet less than the Upper Geyser Basin, from six to ten miles distant. The chief points of interest visited by tourists are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and, as it bubbles up,

generally assumes for a moment some floral form. Nearly two miles distant easterly is another group of geysers and springs, including the Great Fountain, one of the most powerful geysers in the park.

The Excelsior Geyser and Prismatic Lake.

A halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, has not been in active eruption for several years. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Cauldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. Hell's Half Acre is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract enclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvellous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others,

the following: Old Faithful, Castle, Bee Hive, Giant, Giantess, Grotto, Grand, Obiong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Sawmill, Lion, and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity, and the Fan, Mortar, and Riverside at the northern end, near where the wagon road enters the basin. The Grotto, Giant, Oblong, and Castle are near the road. The Bee Hive, with its handsome cone, from which the geyser takes its name, together with the Giantess and Lion group are upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. Old Faithful makes a magnificent display every sixty-five or seventy minutes, and is one of the handsomest geysers in the park. Old Faithful Inn at Upper Geyser Basin provides every facility for a comfortable and luxurious sojourn in this fascinating section of the park.

From the Upper Geyser Basin to Yellowstone Lake.

The new route from the Upper Geyser Basin to Yellowstone Lake passes over the Continental Divide, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or The Thumb, near which are some interesting springs and "paint pots," and also one active geyser known as the "Union." Luncheon will be taken at this point, and the remainder of the stage ride to Colonial Hotel will occupy most of the afternoon.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet stands the commodious Colonial Hotel. The view from this point is charming. In the southeast are some of the highest mountains in the park, including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chittenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka or Wind River ranges. In the south are Flat Mountain, Mount Hancock, and Mount Sheridan (10,000 feet). A small steamboat plies on the lake between West Bay and the hotel.

The Falls and Cañon of the Yellowstone.

Leaving the Colonial Hotel we shall proceed to Yellowstone Falls and the Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a capacious opening on one side, at the bottom, boiling mud surges forth with great vehemence. The road follows the west bank of the river much of the way, and affords delightful views in which dense groves, broad stretches of open country, and the winding Yellowstone are charmingly united. The scenery for the greater part of the distance, indeed, is the most picturesque and diversified of any in the park. Upon its approach to the Cañon Hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper

Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one-third of the cataract. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though no more picturesque. Here the waters pour into the fearful abyss of the cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*.

The cañon is considered by many the greatest of the park marvels. There may be deeper gorges elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen, with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of

bright rainbow colors. Among the new improvements in the vicinity of the cañon and falls is a bridge across the Yellowstone, which will make the region east of the river accessible, and a good carriage road to the summit of Mount Washburn.

From the Cañon to the Mammoth Hot Springs.

From the Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the left of the stage road, form one of the prettiest sights in the park. This beautiful waterfall is situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more, and the lace-like film of crystal water, just barely covering the smooth surface of the declivity, presents a scene of beauty not soon to be forgotten. From the Norris Geyser Basin Hotel, where we take luncheon, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs by stage, the party will proceed to Gardiner, whence our route takes us back to Livingston on the park branch and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone, meanwhile passing through Billings, Miles City, Glendive, and other flourishing towns. Soon after crossing the North Dakota line the train passes through a section of Pyramid Park, or the "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay

varies from a glaring white to a dark gray. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through; and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle-grazing. The appearance of the country is that of a rough, rolling prairie with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. The Minnesota line is crossed between Fargo and Moorhead; and among the principal towns passed through in that Empire of the West are Glydon, Lake Park, Detroit, Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka.

Minneapolis and St. Paul.

The city of Minneapolis is a marvel in the way of beauty and rapid growth, having actually outstripped its older neighbor, St. Paul, in population. Its broad and handsome avenues are lined with magnificent buildings, and its suburbs are charming. Within the city are the largest flouring mills in the world, huge lumber mills, and other manufactories which contribute to its wealth. One of the grandest of its edifices is the great West Hotel, which cost, with its elegant furnishing, about \$2,000,000. The number of inhabitants according to the census of 1900 is 202,718, an increase of 37,980, or 23.05 per cent. since the census of 1890.

St. Paul is one of the most remarkable cities in America, and the stranger will at once be struck by the beauty and substantial character of its business and public

edifices. Its private residences are also in many cases very elegant and tasteful. It is the capital of the State and the center of much commercial activity. The census of 1900 gives the city a population of 163,632, an increase of 30,476 in ten years. The new state capitol is a magnificent structure. Hotel Ryan is the leading hostelry of the city, and is most centrally located at Sixth and Robert streets.

THE PACIFIC NORTHWEST AND THE CANADIAN PACIFIC ROUTE.

THE journey from San Francisco northward is identical with that of the party returning over the Northern Pacific route (pages 83, 84), including the Mount Shasta Route, Portland, Tacoma, Seattle, and Puget Sound. From Seattle a train is taken *via* Snohomish and Sumas to Mission Junction, and the journey thence is over the grand scenic line of the Canadian Pacific Railway and its connections to Minneapolis, from which point it is again the same as the route by way of Tacoma and Livingston. Our journey over the Canadian Pacific Railway is through some of the grandest and most impressive river and mountain scenery to be seen from any railway line in the whole world, including the Fraser River Cañon, Thompson River Cañon, the Shuswap Lakes, Eagle Pass in the Gold or Columbia range, the Columbia River, the surpassing beauty of the winding Illecillewaet, the Selkirk Mountains with the great Glacier of the Selkirks, the Wapti or Kicking

Horse River, the vast range of the Canadian Rockies, and Banff Springs in the Canadian National Park. Here at Banff is a fine hotel, erected by the railroad company at a cost of over \$300,000, containing every modern luxury. Recent additions have nearly doubled the capacity of this superb mountain resort. Our sojourn at Banff will prove extremely interesting, the river and mountain scenery being of the most beautiful and impressive character.

THE ALASKA VOYAGE.

At Seattle the parties are scheduled to go on board the palatial steamship "Spokane" of the Pacific Coast Steamship Company, ready for an early departure the next morning on the Alaska voyage. This vessel, the very latest addition to the steamers plying from the Puget Sound ports northward, has been fitted up specially for the accommodation of the growing passenger traffic, and is in all respects an admirable vessel, fully meeting the requirements of her enterprising owners. The steamer passes first through the waters of picturesque Puget Sound, arriving at Victoria about 2.30 P. M., and leaving again at an early evening hour. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region

are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range south of Victoria and across Juan de Fuca Strait, hundreds of other peaks on the islands and the mainland, and even distant Mount Rainier, when the atmosphere is exceedingly clear, may be seen; while the picturesque shores of the archipelago through which we are passing form ever-changing visions of beauty. Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola islands, which lie along the coast of Vancouver.

The passengers are quite likely to awaken the succeeding morning near Nanaimo, an old Hudson Bay Company's post, seventy miles north of Victoria. Near that town are extensive coal mines. We continue through the Strait of Georgia, which narrows when Lasqueti and Texada islands are reached. The view of the mountains, especially of those on the mainland, is superb. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for 100 miles or more north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize inlets. These are invariably lined with high mountains, the waters at their foot being of untold depths. About Jervis and Bute inlets are many peaks between 8,000 and 9,000 feet in height. A group of needle-like

spires near the latter, 8,100 feet high, is especially notable. The whole region is uninhabited, except by a few scattered Indian tribes; and the same may also be said of the northwestern two thirds of Vancouver Island, where, in fact, no signs of human life are discernible, except around a few sawmills, salmon canneries, and two or three native villages. We enter Discovery Passage,—the first of the river-like channels through which we are to journey for many hundreds of miles,—passing on the right Cape Mudge, and, from an expansion of the passage caused by an indentation of the Vancouver shore known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go through the Narrows with a favoring tide. Discovery Passage and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3,000 to 6,000 feet elevation.

Johnstone Strait is 55 miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay; and at the south extremity of the town is a native burial-ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert, above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and, notwithstanding the efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island is Mount Holdsworth (3,040 feet). When the open water is reached, north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. This body of water, less than 40 miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka, instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3,430 feet), the retrospective view of which is fine. The soundings for the most part indicate very deep water. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously adorned graves of the natives. To this point the Indians come from Bella-Kula, 80 miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, is extremely narrow. More fine scenery awaits us at this point, the grouping of mountains being grand in the extreme.

Another turn in our remarkably devious course and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak on Lake Island, and another farther north is Stripe Mountain, on the north side of Dowager Island. The latter is 2,020 feet high, and is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some 24 miles long, with an average width of two miles. The bold shores of this picturesque water-way are densely wooded to a height of 1,500 feet or more, precipitous peaks rising in places to the height of nearly 3,000 feet, with still higher mountains showing behind with stripes and patches of snow. Waterfalls of great height here add a new element of beauty to the scenery. A contraction of the channel, known for 20 miles as Graham Reach and for the next 10 miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully 50 miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity,—mountains several thousand feet in height, which no man has ever visited, and as yet unnamed; cascades which seem to tumble from the sky itself; and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right

and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla — the scene of Mr. William Duncan's early labors, successes, and struggles — and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsean Peninsula is 32 miles in length, and, but for a narrow neck of land between the Skeena and Work Channel, would be an island. It takes its name from the tribe of Indians inhabiting it. These were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British and the latter on the American side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Duncan and about 600 of the Indians removed from Old Metlakahtla to Annette Island in the Alexandrian Archipelago on the American side, on account of differences with the authorities in the Church of England; while Bishop Ridley continued in possession of the old settlement, with about 120 natives who chose to remain rather than leave their old home.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeil (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54 degrees 40 minutes, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost continental possession,—the land we have crossed a continent to see,—for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one-sixth as large as the entire United States, and more than one-seventh as large as the whole of Europe. It exceeds in domain three of the largest States of our Union,—Texas, California and Montana,—or all that portion of the United States lying east of the Mississippi River and north of Georgia and the Carolinas. England, Ireland, Scotland, and Wales, together with Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare that would measure within twenty-eight square miles of the territory of Switzerland; for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along Southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6,391 square miles. The general coast line of the Territory is 4,750 miles in extent, or within less than a thousand miles of all the rest of our sea line on the Atlantic, the Pacific, and the Gulf of Mexico put together. Inclusive of islands, bays, rivers, etc., to the head of tide-water, Alaska figures up 26,376 miles of shore line. The island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and in fact 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains the highest mountain in North America, Mount McKinley, which,

According to the United States Geological Survey measurements in the summer of 1898, is 20,464 feet. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for 2,000 miles, and is from one to five miles in width for 1,000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the coast south of the Aleutian Islands—the whole of Southern Alaska in fact—possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe, the Tinnehs, found in the interior,—estimated by the census reports of 1890 as something over 23,000 altogether,—is *not of Indian origin*. Whether Mongolian, Aztec, or both, remains to be proved. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz.: the Innuited, or Esquimaux; the Aleuts, inhabiting the Aleutian Islands; the Tinnehs; the Thlinkets, of Southern Alaska; and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The white population of the Territory in 1890 was only 4,303,—3,860

males and 443 females. The number of inhabitants has been largely increased in late years through the mining excitement, and the continued discovery of new riches in the Klondike district and Cape Nome is turning fresh attention to this remarkable region. According to the census of 1900 the population of Alaska was 63,592, having nearly doubled in ten years. Skagway is credited with a population of 3,117, and the Nome district with 12,486—the largest aggregation of people in the Territory.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal catch alone has returned a good rate of interest on this expenditure. The fisheries are valued at over \$3,000,000 a year, and the gold production is large and of growing importance. Experts declare that Alaska has seventy-five species of food fishes, seven eighths of which are strictly adapted to the use of man, and more than one half of this number are widely distributed, and exist in great abundance. So far from being a barren, bleak country, as the opponents of the purchase scheme contended, Alaska is likely to become the richest part of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands and between Prince of Wales and Queen Charlotte Islands is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. The situation of Fort Tongas renders rain very frequent, and the excessive rain-fall of 118 inches is said to have been recorded in a single year. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long, and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander Archipelago, a bewildering

collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of the Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahtla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, where Ketchikan, our first landing place, is located; while on the left is Cassaan Bay, an indentation of Prince of Wales Island. Ketchikan is a prosperous and rapidly growing mining town.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing a number of very quaintly carved totem poles. The totem pole is a sort of ancestral emblem, formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals, or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being in front, while the rear portion is hollowed out to make them light enough to

erect. These carved emblems are placed in front of the house; and in some of the totem poles seen among the Haidas, where the oldest and best executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

In addition to the totem poles in front of the habitations of Wrangel, there were some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near the sawmill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "woman's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear, while no other carving is shown upon the column except the footprints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to pre-

serve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel, into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith, called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snow-fields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the mountain-side. Another great glacier succeeds this one, with great prongs running back among the peaks, and then a third. The distant mountain tops, when viewed under varying effects of shadow and sunshine, or under the flooding golden sheen of a sunset, present no end of entrancing pictures.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland on the right, and Admiralty Island on the left, as its boundaries.

Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun; and Taku Inlet, a great fiord entering from the east, where there

are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice,—miniature icebergs.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a river-like body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot-path, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. The surroundings of Juneau are very picturesque. At the Treadwell mine, on Douglas Island, are three crushing mills, aggregating 790 stamps,—the largest in the world. At this mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward Again and up Lynn Canal.

From Juneau our steamer returns to St. Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot inlets. High mountains line the shores, and no less than nineteen glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier,—the latter on the west, near the head of the channel,—are especially notable. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out

like a fan to the breadth of three miles. The steamer also visits Skagway, a place which has been prominently identified with the Klondike gold enterprises of the past few years. Skagway is the tide-water terminal of the recently constructed railroad over what is called the White Pass and Yukon route, and under the corporation title of the Pacific & Arctic Railway & Navigation Company. It is expected that this line will be extended nearly 300 miles, to Fort Selkirk, in the near future. The cars now run to White Horse, 111 miles from Skagway.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to this veritable wonderland,—the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end, where seven enormous glaciers descend to its waters. The peninsula enclosed by Glacier Bay, Cross Sound, and the Pacific Ocean, is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse (11,400 feet). These form the southern extremity of the Mount St. Elias Alps. The Muir Glacier enters an inlet of the same name near the head of the bay, in latitude 58 degrees 50 minutes north, and longitude 136 degrees 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific coast geologist, who in 1879 was, with Rev. S. Hall Young of Fort Wrangel, the first to explore the glacier. It was not until 1883 that tourists were brought hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water and a mile wide. It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power.

NOTE.—During the past few seasons, owing to the vast quantities of ice floating in Glacier Bay, the steamer has experienced difficulty in approaching very near the face of the glacier, but it is hoped this condition will have changed before the present season opens.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. There are two routes thither,—one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgecombe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town to a height of 3,212 feet. Mount Edgecombe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian governor of Russian America, four years after his original settlements at Starri Gavan Bay—a few miles north of the present site—had been destroyed by the natives, in the first year of its existence.

The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that noble edifice,

winds along the beach to the Presbyterian Mission. If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. Stretching along the shore to the left is the native town or *rancherie*, where 800 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. On the slopes of the native *rancherie* are the burial-grounds of the Russians and Sitkans, and the remains of an old block house that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. It contains some curious *ikons*, and in the belfry are six sweet-toned bells brought from Moscow. Although few Russians are left in Alaska, the Russian Government expends about \$50,000 a year in maintaining this church and others at Kodiak, Juneau, and Ounalaska.

Regarding the scenic attractions of Alaska, Mr. Henry Gannett, the eminent geographer, says in the recently published narrative of the Harriman expedition: "There are glaciers, mountains, and fiords elsewhere, but nowhere else on earth is there such abundance and magnificence of mountain, fiord and glacier scenery. For thousands of miles the coast is a continuous panorama. For the one Yosemite of California, Alaska has hundreds. The mountains and glaciers of the Cascade range are duplicated and a thousand-fold exceeded in Alaska. The Alaska coast is to become the show-place of the earth; and pilgrims, not only from the United States, but from far beyond the seas, will throng in endless procession to see it. Its grandeur is more valuable than the gold, or the fish, or the timber, for it will never be exhausted. This value, measured by direct returns in money received from tourists, will be enormous; measured by health and pleasure, it will be incalculable. There is one word

of advice and caution to be given those intending to visit Alaska for pleasure and for sight-seeing. If you are old, go by all means; but if you are young, stay away until you grow older. The scenery of Alaska is so much grander than anything else of the kind in the world that, once beheld, all other scenery becomes flat and insipid. It is not well to dull one's capacity for such enjoyment by seeing the finest first."

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Vancouver and the Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will be a visit to the Taku Glacier (second in interest only to the Muir Glacier), and landings are likely to be made at Juneau and the Indian Village of Old Kasaan; and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible. Even with the same grand scenes to gaze upon and nothing else, the experience would be enchanting; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety, and true grandeur.

NEVADA, UTAH, AND COLORADO.

LEAVING San Francisco, the schedule of the railway journey has been so arranged that the most attractive parts of the Sierra Nevada will be passed by daylight. Cape Horn will be rounded during the afternoon, a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which

appears at this height like a slender thread of silver. At Shady Run Blue Cañon, Giant Gap, and Emigrant Gap the scenery is also magnificent. There are many traces of the old placer mining and of the more recent hydraulic process, which washes away even the hills themselves.

The railway descends the east slope of the mountain beside the swift-flowing Truckee River, and in the evening the State of Nevada is entered near the little station of Mystic. The scenery is characterized by bold and rugged mountains capped with snow, and wide stretches of desert plain. There are, however, many fertile districts. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells are places of more or less importance.

Salt Lake City.

Salt Lake City, which was founded by Brigham Young, has a population of about 65,000. The streets are wide and shaded, and in each are swift-flowing streams of mountain water. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and 12 miles west are other rugged ranges. Among the edifices demanding attention are the Tabernacle and the Temple. Other Mormon buildings are the "Lion," "Bee Hive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known for short as the "Co-op. Store." The Tabernacle is a vast building, oval in form, 233 by 133 feet, with a roof 70 feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Temple near by, which was finished in April, 1893, cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood

Cañon. Visitors are admitted to the Tabernacle but not to the Temple. There are hot sulphur springs near the city. The Knutsford, under the direction of Mr. G. S. Holmes, its proprietor, is the leading hotel of the city.

Crossing the Wahsatch Range.

The route continues southward from Salt Lake City, ascending the valley of the Jordan about 50 miles to the flourishing Mormon town of Provo, which is situated near the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch Range. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some 70 miles, or to within about 20 miles of its junction with Green River at the Azure Cliffs. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway leading to Castle Cañon. The Green River, here a large and swelling stream, is crossed 190 miles from Salt Lake City and some 50 or 60 miles north of its junction with the Grand River, which the railway follows up for over 200 miles. The Colorado State line is reached about 270 miles from Salt Lake City. A halt will be made at Glenwood Springs, giving an opportunity to visit the hot springs and baths. This is an attractive health resort, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills.

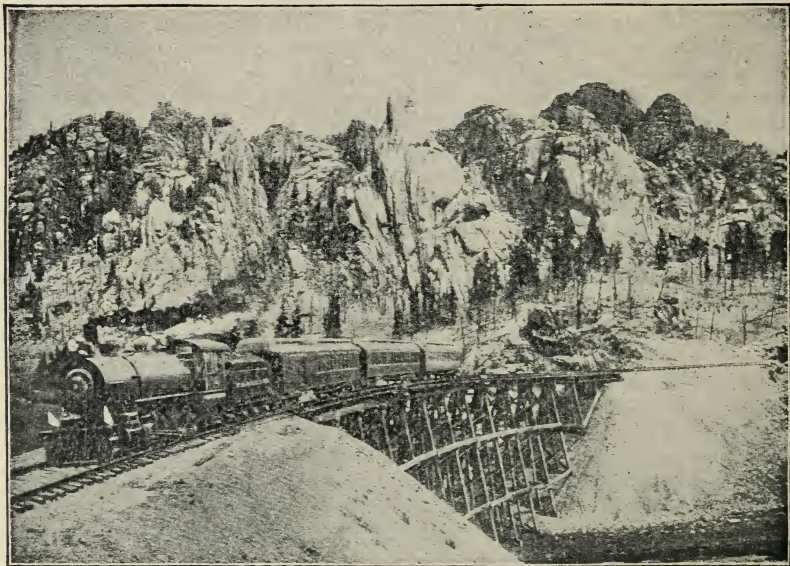
The Rocky Mountains and Royal Gorge.

Leaving Glenwood the scenery in the Cañon of the Grand River, through which the Denver & Rio Grande Railroad takes us, is magnificent. The mountain walls

shoot up in towering columns and gigantic turrets to a height of 2,000 feet, while a torrent roars and plunges between. Scarcely less impressive is Eagle River Cañon, through which the train passes an hour or two later. Tennessee Pass is crossed about noon, the railroad from that point following the general course of the Arkansas River as far as Pueblo. About 45 miles east of Salida we come to the Royal Gorge. This is the grandest and most impressive portion of the Cañon of the Arkansas River. Mountains of rock running up almost perpendicularly nearly half a mile in height and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrow limits, brawlingly disputes the right of way with the iron steed, and at one place the latter finds foothold on a hanging bridge. After traversing the Royal Gorge the train quickly leaves the mountains behind, passing Florence with its oil wells, and follows the open valley of the Arkansas to Pueblo.

Manitou.

The town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. Through an opening in the hills, the snow-white crest of Pike's Peak is seen. The principal springs—six or seven in number—are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are near the centre of the city, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6,297 feet, and Pike's Peak rises but a few



CATHEDRAL SPIRES, ALTITUDE 9,600 FEET.
Colorado Springs & Cripple Creek Short Line.

miles away to the height of 14,147 feet. A railway (operated only in the summer and early autumn) leads to the summit.

The Garden of the Gods lies east of Manitou and between that place and Colorado Springs. It is a park-like tract, inclosed by cliffs and hills, and scattered over its surface are fantastically formed rocks carved by the elements in past ages. While in Manitou there will be a carriage drive through this fascinating place. The Cliff House, under the management of E. E. Nichols & Son, will be the headquarters of the parties.

A day will be devoted to a side trip of unsurpassed grandeur over the scenic line of the Colorado Springs & Cripple Creek District Railway to Cripple Creek and Victor. This magnificent trip occupies about eight hours, and brings under inspection an almost endless succession of superb mountain and cañon views.

Denver.

Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log-cabins and tents. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The census of 1900 placed it twenty-fifth in the list of American cities, with 133,859 inhabitants. There will be a delightful carriage drive through the best residence sections of the city.

From Denver Eastward.

The parties will leave Denver Tuesday evening and proceed eastward over the line of the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Iowa, on a splendid iron bridge. The Rock

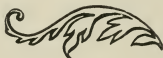
Island route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train runs on through Moline, Bureau, Joliet, and other important places to Chicago, arriving there Thursday morning. The homeward route from Chicago will be *via* the Lake Shore & Michigan Southern Railway and the New York Central & Hudson River Railroad. The parties will be due in Pittsburgh, New York, Philadelphia, and Boston on Friday. The parties returning over the Northern Pacific and Canadian Pacific routes make the eastward journey from Minneapolis and St. Paul over the Chicago, Milwaukee & St. Paul Railway, and from Chicago over the Michigan Central Railroad.

SOME SPECIAL NOTICES.

Dates of sailing from Seattle of the fine Alaska excursion steamer "Spokane," belonging to the Pacific Coast Steamship Company, for the season of 1907 : June 14 and 28, July 12 and 26, and August 9.

The Yellowstone National Park season for 1907 will be from June 1 to September 20.

The dates of our Florida-Nassau Tours are January 21, February 4, 11, and 25.



Tours Providing for all Traveling and Hotel Expenses

FLORIDA AND NASSAU. Four Grand Tours, January 21, February 4, 11, and 25.

OLD WORLD TOURS. Numerous tours by variable routes, including Holy Land, Northern Africa, the Continent, Great Britain, North Cape, Spain, etc. The tickets provide for superior accommodations. Stopover privileges. Send for circulars "Oriental Lands" and "Europe in 1907."

HAWAII. A visit to Hawaii, the Paradise of the Pacific, is a delightful experience. Ample time will be devoted to the volcano trip. The sojourn in Honolulu will be at the elegant Alexander Young Hotel. Party sails from San Francisco March 9.

MEXICO. Special vestibuled trains, with dining-car service, interpreters, etc., offer unusual facilities for traveling leisurely and with every degree of comfort. The Grand Cañon, California, the Yosemite Valley, Alaska, and the Yellowstone National Park can also be included with Mexico if desired. Parties leave the East January 17 and February 7.

JAPAN AND CHINA. Early spring tour to Japan and China, with incidental visit to Honolulu. The sojourn in Japan will be at the time of the Cherry Blossom festivities.

PORTO RICO. Delightful winter cruises to Porto Rico by the elegant and commodious steamships of the New York & Porto Rico Steamship Company, on alternate Saturdays, commencing December 29, 1906.

YELLOWSTONE PARK. Frequent trips to the wonderland which, with its strange formations and magnificent scenery, stands absolutely alone in the whole world. Salt Lake City and the Rocky Mountains resorts may also be visited.

EASTERN RESORTS. During the summer and autumn there will be numerous tours to the most attractive resorts and places of historic and scenic interest in New England, the Middle States, and Canada.

AROUND THE WORLD. Westbound. A comprehensive tour under the supervision of competent guides and representatives, including Hawaii, Japan, China, Ceylon, India, Egypt, the Nile, the Holy Land, Turkey, Greece, and Italy, leaving the Eastern cities in September.

AROUND THE WORLD. Traveling Eastward. Egypt, Ceylon, India, Burma, Malay Peninsula, Java, Cochin-China, Siam, Anam, Tonquin, Hong-Kong, Macao, Manchuria, Korea, Japan, Hawaii, etc., leaving the Eastern cities in October.

Descriptive Circulars on Application.

The OLD WORLD in 1907

Ninth Annual Tour Through Oriental Lands.—Going through England, France, and Italy to Egypt, Palestine, Syria, the Levant, Greece, Turkey, Bulgaria, Servia, Hungary, etc., with a voyage up the Nile to the First Cataract. A magnificent tour of 120 days. **Leaving New York Wednesday, January 9. Supplementary Sailing from New York, Saturday, February 2.**

Send for Oriental Lands Circular.



A SERIES OF ATTRACTIVE AND COMPREHENSIVE TOURS THROUGH EUROPE.

Our tours for 1907 will cover a wide range of European travel, giving opportunities for both short and long journeys; but whether the tour under our direction be for a few weeks or for several months, the members of these high-class traveling parties will be assured of the very best facilities for thoroughly and comfortably prosecuting their studies of the regions visited. There will be our popular tours through France, Holland, Belgium, and the British Isles, as well as the more extended trips through Sweden and Norway—the “Land of the Midnight Sun”—Central and Southern Europe, Spain, Portugal, etc.

Send for Book entitled “Europe in 1907.”

SPRING TOUR TO JAPAN AND CHINA.

At the Cherry Blossom Season.

THAT Japan, with its strangely picturesque scenery, its wealth of ancient art, its rich historic associations, and its quaint native life so newly disclosed to the view of the outside world, is one of the most fascinating lands of the globe, is the testimony of every traveler. Recent events have given the country and its remarkable people still greater prominence, serving to enhance the interest already felt by the rest of the world in this far-away corner of the Orient. The period of our visit to Japan covers a very interesting part of the year. The cherry blossom season lasts through April, and the beautiful displays of this flower bring all Japan out of doors. May 5 is the Boys' Festival or *fête* of flags, when the advent of a boy to the house is duly celebrated. This is one of the most pleasing of the popular observances of the country, exceeding in importance the Girls' Festival, which takes place early in March.

This tour has been planned with a view to affording a limited number of our patrons an opportunity to see Japan easily and thoroughly. Persons who accompany us upon this expedition will be entirely free from hardships of all kinds. Our long experience in conducting parties of tourists through Japan has enabled us to command superior guides and attendants, and to secure thoroughly good service in all sections of the route. The visits to China and the Hawaiian Islands will also prove exceedingly interesting features of the tour. The party will sail from San Francisco in February.

Send for our Circular, "Tour to Japan, China, and the Hawaiian Islands," which will soon be issued.

ANNUAL EXCURSION TO THE BEAUTIFUL HAWAIIAN ISLANDS.

A Trip Under Special Escort to the Paradise of the Pacific, with a Visit to the Famous Volcano of Kilauea.

OUR annual tour to the Hawaiian Islands has been arranged to take place in March, 1907, the date of sailing from San Francisco being Saturday, March 9. This trip can, of course, be conveniently combined with one of our California or Mexico winter tours, which permit of stop-overs at San Francisco or elsewhere. The voyage from San Francisco to Honolulu is made on one of the fine steamers of the Oceanic Company, and the sojourn in that city will be sufficiently long to encompass much sightseeing. The side trip by steamer to the Island of Hawaii, where the volcano is situated, affords an additional opportunity to study the wonderful resources of the islands, and to permit of an extended examination of their scenic beauty and attractiveness. The volcano trip occupies six or seven days, and affords a glorious sight of one of the few accessible volcanoes in the world. The journey from Hilo is now made most expeditiously and comfortably, the Hilo Railroad being utilized for some twenty-three miles, leaving only about eight miles of carriage ride from the station to the Volcano House. The visits to the crater and the Lake of Fire, the abode of "Pele," afford many strange experiences, for even when the volcano is in a quiescent mood the spectacle is intensely interesting. The Alexander Young Hotel, in Honolulu, is an elegant hostelry of the highest order, at which the party will sojourn while in that city. Numerous excursions will also be made to points of interest near Honolulu. The party will return to San Francisco, Tuesday, April 16.

Send for Special Circular of "Hawaiian Tour."

TICKETS FOR TRAVEL INDEPENDENT OF CONDUCTED TOURS.

An important branch of our business is providing railway and steamer tickets for travel by land and sea in all directions, not only in our own country but in Europe and elsewhere—in all parts of the world, in fact. Purchasers of these tickets select their own times and routes, and are not compelled to travel with a party of tourists or conform to any program, but go *wholly at their own option as independent travelers and with entire freedom of action*. As accredited agents of some of the great railway and steamer lines of America and Europe, we are enabled to provide many special advantages for travelers; and our wide knowledge and experience in this field are always at the command of our patrons, who secure every possible benefit in price and service by buying at our offices. We also secure sleeping-car and drawing-room car places, staterooms on steamers, and in many ways enhance the comfort of the traveler while saving him time and money.

PRIVATE CARS FOR FAMILIES AND SPECIAL PARTIES.

While we supply sleeping-car and drawing-room car accommodations (also staterooms on the steamers) for individual travelers, we are also prepared to furnish, at short notice, private cars, embodying every possible comfort and luxury, for tours to any part of the United States, Canada, or Mexico. We can operate these cars from place to place, as individual wishes may dictate, sending one of our experienced employees to attend to all the details, taking charge of tickets, checking baggage, etc., and securing in advance hotel, transfer and all other necessary accommodations. Rates will be made including service, and with or without commissary supplies, as desired. Complete information will be cheerfully furnished personally or by mail.

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